CYCLE NEWS®

America's weekly motorcycle newspaper

August 21, 1996: Number 33 (outside the U.S. $3.25) $2.50

New Bikes

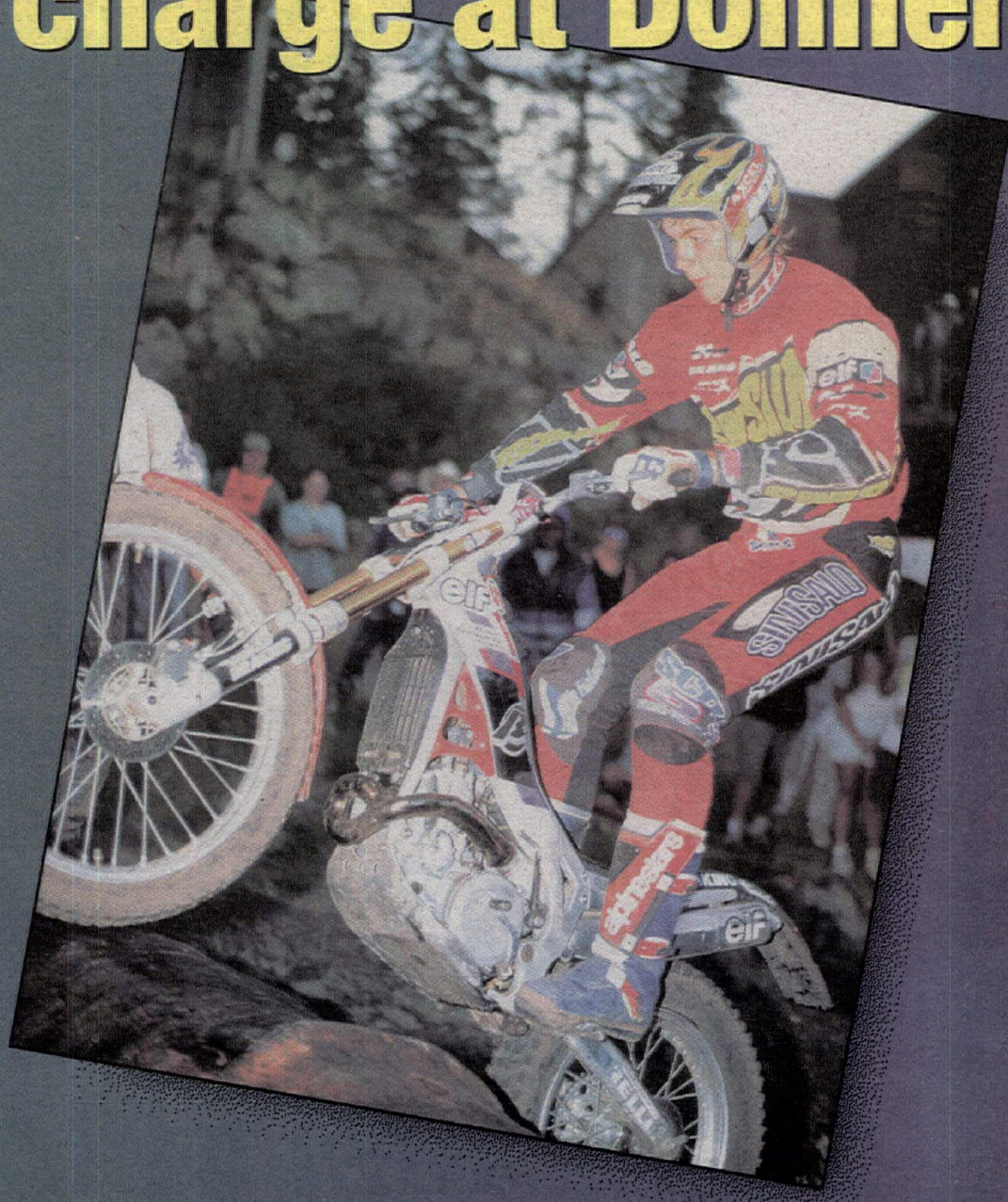
1997 Yamahas

F-USA

Polen wins one in Portland

AMA/NATC Trials

Aaron takes charge at Donner



Atherton takes Rapid City HM; Morehead masters Lincoln HM; Moose press ride; Ponca City Amateur MX; and more...

IN THE WIND

Richard Lafferty (KTM) won the Bear Valley Hare Scrable in Goodspring, Pennsylvania, August 11, round six of the ECEA series. **Craig Shenigo** (Yam) was second and **Mark Hummel** (Hon) was third.

Glen Petty Jr. (H-D) took the 800cc-class victory at round six of the AMA National Championship Hillclimb series at Greasy Ridge in Haydenville, Ohio, August 10. **Willie Price** (H-D) was just a few ticks slower over the top to land the second spot, while points leader **Lou Gerencer** (H-D) was third. In the 540cc class, **Paul Lowe** (Kaw) blasted to the win over **Ted Wilkins** (Rtx) and **Michael Templeton** (Hon).

Peter Johansson (Hus) took the Luxembourg World Championship 500cc Motocross Grand Prix victory in Reil, Germany, August 11. **Bernd Eckenbach** (Kaw) was second overall, followed by points leader **Shayne King** (KTM). King's third-place finish streched his points lead over his main championship challenger, **Joel Smets** (Hbg), who finished sixth overall. King now leads Smets in the championship 295-263, with two of 12 rounds remaining in the series. Johansson sits in third with 219 points.

Team Suzuki Endurance rode to the WERA National Endurance victory at Putnam Park Road Course, Mt. Meridian, Indiana, August 10. TSE's round-seven win puts its total to 116 wins. Second place five laps down was **TKO Rayce Team Suzuki Too** and Arclight Racing was third with 272 laps.

Yamaha and participating Yamaha dealers in Washington, Oregon and Idaho, in cooperation with **Washougal Motocross Park**, are presenting "Win a day at the races with Team Yamaha." One winner and a guest per dealership will spend August 18 as guests of Team Yamaha at the Washougal round of the AMA National Motocross Series. Winners will receive complimentary admission, a tour of the team semi, trackside lunch and the opportunity to meet Team Yamaha riders and mechanics. The contest ends on August 12.

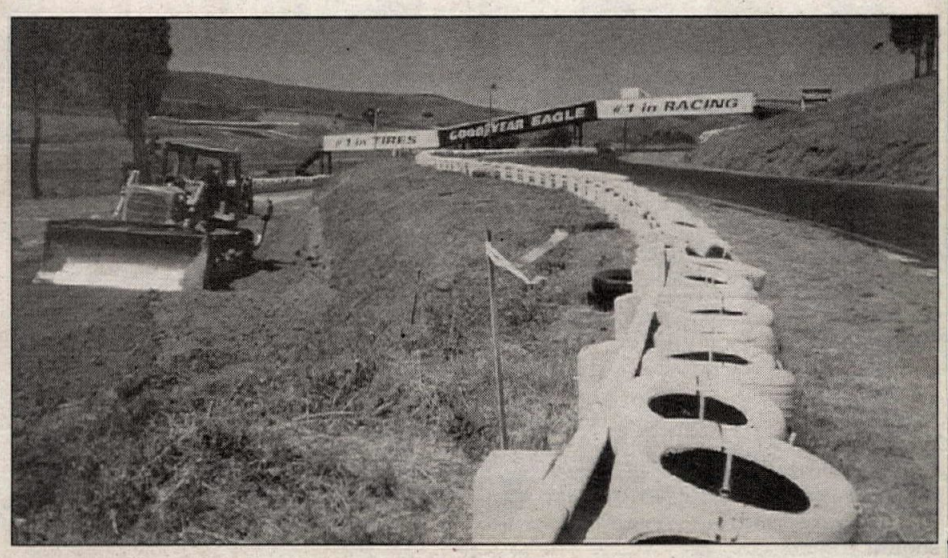
Millie Horky, wife of the late Jules Horky of the AMA, has moved. Her new address is 36889 North Darlington, P.O. Box 2800-165, Carefree, Arizona 85377. Her new telephone number is 602/595-0881. Mrs. Horky will be attending the Del Mar Mile October 13, and would very much like to meet some of her old racing friends there.

Australian contributor Darryl Flack reports that **Peter Goddard** (Suz) took the overall win at the third round of the Shell Australian Superbike Championship at Lakeside, Queensland, August 11, after recovering from a 140-mph practice crash. Miraculously, Goddard walked away after losing control through a fast sweeper, but the frame on his bike was destroyed. After a 600-mile dash to Sydney, his team was able to rebuild the Suzuki using the orginal forks. In the first 25-lap leg, pole-sitter **Troy Bayliss** (Kaw) fell without injury while trying to break away from the pack, leaving **Damon Buckmater** (Suz), Craig Connell (Duc) and Goddard to argue over the top placings. Buckmaster took his first national superbike win from Connell with Goddard in third and Bayliss' teammate Martin Craggill fourth. Bayliss returned for the second race and went on to win in front of Goddard, Connell, Craggill and Buckmaster. The point standings after three of five rounds are: Goddard, 108; Baylis, 87; Craggill, 84; Buckmaster, 63; Connell, 60.

A tentative date for the fifth annual **100cc dirt track national** has been set for October 19 at the San Jose Fairgrounds. For more information, call Engines Only at 408/374-4298.

Road racer **Todd Harrington** has been disqualified from the Brainerd and Laguna Seca (World Superike) rounds of the AMA/Pro Honda Oils 600cc SuperSport Series for illegal cylinder head modifications. The Illinois rider has been stripped of his third and 10th-place finishes at the two rounds and has now dropped from seventh to 10th in the series standings.

The third annual **Police Motorcycles Skills Championship** will be held at Daytona International Speedway October 10-13. The event tests motorcycle officers' ability to negotiate the tight turns of a specifically designed course. Participants are categorized into three primary motorcycle classifications (Kawasaki, Harley-Davidson FXRP and Harley-Davidson FLH. All are timed through the marked course with judges adding time to the officers' score for penalties such as touching or knocking over cones. Last year's event drew 155



Sears Point gets more runoff

Two of the more daunting corners in AMA road racing should prove less so based on recent work done to Sears Point Raceway in Sonoma, California. With the changes to Turn 10 completed in May, additional runoff is currently being created betweens Turn 8 and 8A and will be finished by the time the AMA Superbike National Championship Series visits the Northern California racing facility August 23-25.

In early May, a new 600-foot concrete safety wall with a 12-foot-high catch fence was constructed on the outside of Turn 10, quadrupling the runoff area in one of the track's fastest sections. Now work has begun on Turns 8 and 8A with a total of 7000 cubic yards of dirt being trucked into the area to enhance the runoff space on the outside of the two corners. According to Sears Point, the runoff area will now measure some 100 feet and the Armco barrier (which was only some 10 feet from the track's edge) has been removed; it will be replaced with a new tire-protected wall on the outside of the new runoff area.

"I think this will give all the racers who compete on our track more confidence," said Sears Point Director of Facilities Jere Starks, the general contractor in charge of the $30,000 project in Turn 8.

The changes to Turn 10 came at a cost of $90,000, according to Sears Point.

1997 KTMs

KTM Sportmotorcycles has finalized the details and revisions on its 1997 two-stroke motorcycle lineup that will be available at your local KTM dealer soon. The first and most striking aspect of the '97 bikes is the color scheme. KTM has stuck with the distinctly different orange plastic and spiced it up with the addition of gray, black and anthracite radiator shroud graphics which blend into seat graphics, as well.

KTM's major chassis changes include a new wider cross section swingarm design to provide more rigidity and strength, and a new 50mm Marzocchi Magnum fork that features a KTM exclusive axle clamp system, which further reduces underhang by 15mm, providing increased clearance and improved handling in rutted, rocky or deep mud conditions.

In the engine department, the bikes now come standard with Kokusan ignitions and new porting specifications on the 250/300/360 models that are said to increase power throughout the range. The 360s get a longer connecting rod that offer, less pre-compresssion, which produces a broader power delivery and easier jetting and setup procedures, and come with a modified exhaust to compliment the new porting, smoothing out the power and making the motor less sensitive to altitude changes. Keep reading Cycle News for more details on the rest of two-strokes and the four-strokes in KTM's '97 lineup.

Carmichael takes ninth title at Loretta Lynn's

The 15th annual AMA Amateur National Championships took place August 5-11 at Loretta Lynn's Ranch in Hurricane Mills, Tennessee, and Team Green's Ricky Carmichael was the featured attraction in the 1,300-rider field. The 16-year-old Floridian rode into amateur racing history when he won his ninth career AMA Amateur National title, breaking the old record of eight held by Kevin Windham and himself. Carmichael won the 250cc A Stock class - his first motorcycle title (as opposed to mini) - but came up short in the 125cc A Stock class to Robbie Horton. The 250cc A Modified class winner was Robbie Skaggs while Casey Johnson won the 125cc a Modified title. (All four A class winners were on Kawasakis).

In minicycle racing, Suzuki-rider Brandon Jesseman was the only two-class winner, scoring wins in the 85cc (12-13) Stock and 85cc (9-13) Modified classes. Yamaha-mounted Justin Buckelew won the 85cc (14-15) Modified class while Honda's Bryan McGavern won the 85cc (14-15) Stock class. The Super-Mini class champ was Billy Payne. Edgardo Rojos and Ernesto Fonseca took two of the 30 class titles back to Costa Rica with them, with Rojas winning 85cc (7-11) Stock class while Fonseca split 125cc Schoolboy wins with Kawasaki-mounted Nicholas Wey. The big winner in the Vet classes was KTM's Keith Bowen, who came back to Loretta Lynn's for the first time since 1983 to win the Junior (25+) and Vet A (30+) titles.

officers from across the country who raised funds for the Daytona Beach Chapter of the Police Athletic League. For more information contact Officer Nick Fiore at 904/254-7421.

Fast by Ferraci's **Larry Pegram** and **Erion Racing** will be the featured guests of Sacramento's Sport Bike Night at Bleachers in Sacramento, California, on August 20 from 7-10 p.m. to kick off the Sears Point National road race to be held on the weekend. For more information call 916/373-1557.

A **transport** will be leaving from the West Coast on August 30 for the **RM Cup** motocross event to be held in Branson, Missouri. Suzuki riders interested in shipping their bikes round trip should contact On Trac Events' Robert Hansen at 702/267-4392.

AUTOGRAPH SIGNING: At the Pit Pro trailer during the Washougal, Washington, round of the AMA 125/250cc National MX Championship Series. The Honda of Troy team is scheduled to appear from 10 to 11:30 a.m. on Sunday, August 18.

GROUND BREAKING: At Brown Motor Works, Inc. a BMW Dealer in Pomona, California, on Wednesay, August 14, at 11:30 a.m. For more information call 909/629-2132.

MOVED: Engines Only to 1046 Dell Ave., Campbell, CA 95008, 408/374-4298.

CANCELED: The Lodi Motorcycle Club's scheduled August 17 race at the Lodi Cycle Park in Lodi, California.

HIRED: Scott Goodwin as Vice President, Management Supervisor of Rogge Effler & Partners advertising agency. Goodwin, who served as the Publisher of Motorcyclist and Dirt Rider magazines at Petersen Publishing for the past seven years, will oversee the firm's American Suzuki motorcycle and ATV account.

AUTOGRAPH SIGNING: At Vestal Marine and Cycle in Vestal, New York, on August 23 from 6o 6:30 p.m. Team Yamaha's Damon Bradshaw, John Dowd, Doug Henry and Kevin Windham are scheduled to appear. For more information, call 607/754-8185.

AUTOGRAPH SIGNING: At Zim's Yamaha in Gresham, Oregon, on August 16 from 6 to 7:30 p.m. Team Yamaha's Damon Bradshaw, John Dowd, Doug Henry and Kevin Windham are scheduled to appear. For more information, call 503/666-7091. CN

Hamill grabs Swedish Speedway GP

American speedway star Billy Hamill has given himself a golden opportunity to challenge for speedway's World Championship after winning the Swedish Grand Prix in Linkoeping, Sweden, August 10. The Californian is now just seven points behind long-time leader Hans Nielsen, who had his first Grand Prix yet, finishing in ninth place.

Hamill was an unlikely winner as he needed a win in his fifth ride to get through to the A Final after dropping three points in four rides. But his victory in heat 18 over home country favorite Henka Gustafsson secured a place in the top four and gave him a level chance at a victory. Hamill's Cradely Heath Heathens teammate and fellow American Greg Hancock also qualified for the A Final with 11 points, joining Hamill, Gustafsson and Poland's Tomasz Gollob in the run for the Swedish crown.

Gustafsson seemed set for victory in the all-important A Final when he pulled clear of Hamill and Gollob down the back straight, but Hancock fell while running in last place, and the race had to be restarted, giving Hamill a second chance. Hamill got the drop on Gustafsson in the rerun and was a clear winner by the end of the race. Gustafsson finished second ahead of Gollob. Hancock was fourth. Nielsen now leads Hamill 77-70. Tony Rickardsson is third with 68. Gustafsson has 56 and Hancock 54.

John Hipkiss

U.S. fourth after Finnish Six Days opener

After a long and grueling day at the 71st International Six Days Enduro in Hameenlinna, Finland, August 12th, the U.S. World Trophy Team, made up of five-time National Enduro Champion Randy Hawkins (Suz), multi-time GNCC and Hare Scrambles National Champion Scott Summers (Hon), former National Enduro Champion Steve Hatch (Suz), reigning National Reliability Enduro Champion Rodney Smith (Suz) and Chris Smith (Hon), are currently ranked fourth, one of the best opening day finishes for the U.S. squad in years.

The U.S. team saw all of its six riders complete the 190-plus mile course, made up of mostly rocky, dry and dusty trails and pavement sections, relatively unscathed. Heading the World Trophy team division is the team from Finland, led by home-country hero Kari Tiainen (Hus), who currently heads the 500cc Four-Stroke class. The runner-up team is the defending champ Italy, followed by Sweden and the U.S.. France is in fifth place, followed by the Czech Republic, Slovakia, Great Britain, Spain and Australia round out the top 10 of the 14 countries fielding Trophy teams.

As far as individual results, Italian Giovanni Sala (KTM) is leading the 250cc class; fellow Italian Petteri Silvan (Hus) leads the 125cc class; Swede Anders Eriksson (Hus) leads the 400cc Four-Stroke class; and Tiainen leads the 500cc Four-Stroke class.

Smith is heading the U.S. attack, but only by 1.57 points (seconds) over Hawkins, and 6.53 points over Davis. Smith sits eighth in the 250cc class (one position ahead of Davis), and Hawkins is currently seventh in the 125cc class. Official results after day one show Summers in 16th place in the 500cc Four-Stroke class, but a mistake in his score has been protested - if the protest is overturned, as expected, he should be among the top three in the class.

In the Junior World division, Sweden leads over Finland, Italy, and France. Brian Storrie (Kaw), Mike Lafferty (KTM), William Hamilton (Hus), Don Knapp (KTM), the four riders that make up the U.S. Jr. World team, are currently sixth.

In the Club Team division, a U.S. team has a firm grip on second place. The Daytona Dirt Riders - Guy Cooper (Suz), Fred Hoess (Suz), and Jon Nielson (Hon) - are in contention to give the U.S. its first Club Team division victory.

The weather conditions in Finland are hot and clear and it is expected to stay that way throughout the week. Of the total 45 American riders that started the event Monday morning, all finished out the day, though many dropped route points along the way.

New YZFs this fall

We all knew it was going to happen, but Yamaha has finally made it official: The YZF600 and 1000 will be on sale in the United States this fall.

The biggest news is the arrival of the Supersport-aimed YZF600, designed to put Yamaha back on top of the class it abandoned after winning in 1994. One of the available colors is in fact Yamaha's blue and white racing livery, though until final track testing is completed Yamaha would not confirm its participation in the AMA 600cc Supersport series. "It is our intention to go supersport racing," said Bob Starr, Yamaha Motorsports' National Communications Manager. "But the final decision will be made in the next few weeks."

The 600R is powered by a 599cc, 16-valve Genesis-design engine equipped with a quartet of 36mm Keihin carburetors wrapped in a Deltabox twin-spar steel frame. The suspension is fully adjustable. In addition to the racing paint scheme, the 600 will be available in red/white and black/silver.

The YZF1000 fills the void left by the discontinued FZR1000 introduced in 1987. The 1000 gets a reworked version of the 1002cc engine that powered the FZR, including a lighter crankshaft and pistons. The new liter-class superport machine also gets improved ergonomics as well as fully adjustable suspension. Available colors will be red/white and black/silver. (For a riding impression of the 1996 European YZF1000, see Issue #10, March 13, 1996.)

Prices were unavailable at press time, but expect to see the bikes in dealer showrooms this fall.

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VOICES
Letters to the editor

A word from Bubba

I am writing in response to the kind words of concern from your reader named Edward J. Leary who wanted to know what had become of me. I felt a great deal of pride when I read the letter in your paper and realized that people still remember me, and that they think enough about me to take the time to write and ask what I was doing. It made me feel cared for in much the same way that someone feels about their family, that kind of love you give and get in return. It was a good feeling and I want to thank Mr. Leary for making me feel it again.

Those of us who have been lucky enough to get that feeling from large groups of people we call fans know what I mean. That is the hardest part of leaving the career behind when it ends. I don't think you ever forget the feeling of having so many people care about you, and it is an honor to have been loved by so many people.

So thanks, and please know that I think from time to time about everyone I got to know, even if only through a brief handshake, during my career.

I would also like to give heartfelt thanks to Dave Stevenson for the wonderful management through the good and bad times of my career. He has been a tremendous support and a great friend.

In short, since my retirement my wife Tara and I have been fortunate to have had two healthy boys, Clint and Cole, and we are enjoying all of our time with them.

Love ya all
Bubba Shobert
Austin, TX

For those of you with absolutely zero memory, Shobert won the AMA Grand National Championship three times with those titles coming in 1985, 1986 and 1987... Editor.

No Pomona

I am very disappointed that Race West Productions has decided to cancel the October running of the Pomona Half Mile National. This is one of the few chances a year that we in Southern California get to see first-class professional dirt track racing anymore, let alone national-caliber events. As RWP stated themselves, "Southern California race fans demand and deserve the very best racing entertainment package possible..."

I thought that was what we had with the dirt track races, so what good is demanding the best racing? How is six months of sole concentration and all the energy you want necessary, or how is it going to improve the staging of the "L.A. Supermarket Parking Lot Races?"

My friends and I follow superbike racing, and we have not met or talked to anyone who has enjoyed or who looks forward to the L.A. Superbike race. We think the growth of the L.A. Superbike Weekend is doubtful. When we want to see road racing, we got to real courses like Laguna Seca, Sears Point, Phoenix and now Las Vegas.

Jim Madrid
Lancaster, CA

Thanks, idiot

I would like to thank the idiot who is suing Bob Harvell because he broke his arm at his track, Rainbow II. Now that you have done this stupid act, we have one less place to ride. Bob worked very hard in finding a place for us to ride, and you ruined it for everybody. People like you, who don't take responsibility for his/her own actions, don't deserve to ride a motorcycle.

Do yourself a favor and take up a sport where it's okay to cry like a baby, and place the blame on the other guy. The motorcycling community doesn't need idiots like you.

Skip Godinez
Torrance, CA

Rainbow II is located in San Jacinto, California... Editor.

Go, Rich King

I was deeply disappointed to read about Will Davis' championship-threatening injury as well as Ricky Graham's subsequent injury at the Oklahoma City Half Mile.

With the competition decreasing due to injury, retirement and riders switching to road racing, it appears possible that Scott Parker could win 250 races, and 20 Grand National Championships.

Enough already. Come on Rich King.

Kevin Howard
Turlock, CA

Helping Schmit

At the recent Millville National Motocross, there were two bikes on display in memory of Donny Schmit. On behalf of Donny's family and myself, I'd like to thank Mitch Payton and Jon at Pro Circuit who sent works pipes and silencers for the bikes. I would also like to thank John and Greta Martin for setting aside a display area for the bikes, and Acerbis for the banner tape.

Randy Nagel
Rochester, MN

King Carl not so bad

My family and I went to the World Superbike races at Laguna Seca in July. I have always heard such a bad rap about Carl Fogarty. As we were walking through the pits, we came to Carl's tent and my husband asked him to sign our son's race wagon and to take a picture with me. Carl was more than happy to sign the wagon and gave me a big hug for the picture.

So what's with the bad rap on Carl? He was very friendly to my family.

Lisa Tremaine
Gardnerville, NV

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INSIDE
Issue #33 August 21, 1996

FEATURES

DIRT TRACK
Nebraska Half Mile 6
Rapid City Half Mile 10

TRIALS
Donner AMA National Double-header 14

ROAD RACING
Portland NASB 16

MOTOCROSS
World Motocross GP Update 22
Ponca City NMA GNC 24

ADVENTURE
Moose Press Ride '96 26

INTERVIEW
Alex Criville 28

HILLCLIMB
AMA Michigan All-Star Invitational 30

HARE SCRAMBLES
NETRA Down East H/S 31

DEPARTMENTS

EVENTS 32
CALENDAR 42
WANT ADS 48
A VIEW FROM THE FENCE 63
LOOKING BACK 63

ON THE FRONT COVER

Doug Polen took his first race victory in over three years at Portland F-USA. Photo by Henny Ray Abrams. Geoff Aaron took over the National trials series points lead after rounds 6 and 7 at Donner Ski Ranch. Yamaha brings the new YZF600 and 1000 to America.

Kawasaki MOTORSPORTS

Team Kawasaki AMA Motocross Millville, MN August 4, 1996

Emig, Hughes and Lawrence do some Spring cleaning in Minnesota.

Jeff Emig, Ryan Hughes and Phil Lawrence brought their KX250s and their brooms to Spring Creek Motocross Park and swept away anything that wasn't green. Emig grabbed the holeshots in both motos and convincingly finished 1-1. Hughes mowed through the field despite a tough start in the second moto, and finished 2-2. And Lawrence not only rode tough enough to grab third, he pocketed a thick wad of cash for being the top privateer. Now Jeff's setting his sights on the outdoor title. Stay tuned. There's a lot of dirt left to ride. And we're getting ready to clean up.

"It's really nice to get out in front and ride your own race, and that's just what I got to do in both motos."
– Jeff Emig, Team Kawasaki rider

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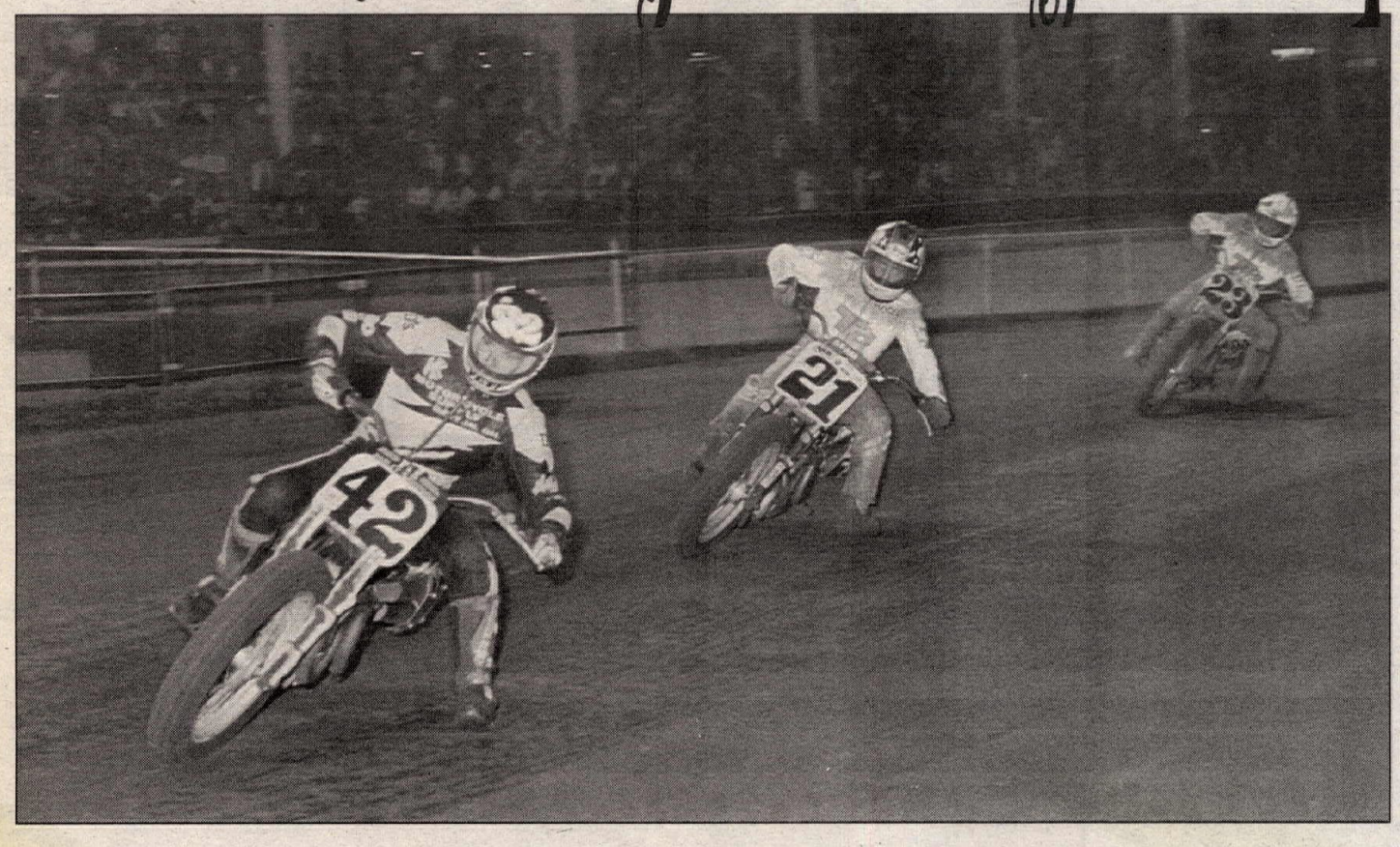
Round 11: Nebraska State Fair Park

Morehead's feelin' groovy



By Scott Rousseau
Photos by Flat Trak Fotos

LINCOLN, NE, AUG. 10

Despite the fact that he already had picked up one good payday from the rained-out East Moline Half Mile, F&S Harley-Davidson rider Steve Morehead would likely have traded that dough for a legitimate Grand National victory any day. Thanks to the strange turn of events that took place before the 6,139 fans who attended the Cornhusker Motorcycle Championship at Nebraska State Fair Park in Lincoln, Morehead won't have to.

Morehead, the cagey veteran and racer's racer, grabbed both the biggest paycheck and the biggest share of championship points right out from under the nose of the late-race leader, Total Control Racing's Will Davis. Morehead overcame a terrible starting position on the penalty line after he and the entire front row jumped the start. He then drove around the North Carolinian to take the lead on a single-file restart and five-lap dash that was necessitated by a Geo Roeder crash with less than that number of laps left to go. Morehead carefully tiptoed around Davis in the drag race to turn one and clung tight on the extremely narrow groove that had formed on the sandy, half-mile horse track to claim his 22nd career Grand National win and become the sixth different winner in a series which is just now beginning to live up to its competitive potential.

"I've been there, done that and lost," Morehead said of the charge around Davis that put the "Findlay Flyer" into the lead for good. "It was our turn, and I won one. We had a good shot to win East Moline, but then it started sprinkling. I wanted to win one of these things - I need the points."

Morehead's gain on the restart was definitely Davis' loss. The still-injured 32-year-old veteran was on a tear in the feature after having to come from the back row along with the rest of the front row to take the lead. After charging through the field to make his way to second and then inherit the lead when Team Harley-Davidson's Scott Parker inexplicably fell on lap 18, Davis looked to have the Cornhusker title in the bag, but the Roeder crash would be his undoing as Morehead outgunned him on the restart.

"I'm just happy to finish second," Davis said. "There's no way that I can tell you I agree with the restart procedure, but that's my own problem. That's the rule. We restarted, and I got my ass beat. But from what happened two weeks ago to come back like this, it's unbelievable."

Another surprise charger through the field was Davis' teammate Kevin Atherton, who somehow wound up third even after predicting that his chances for podium from his starting spot on the third row - which actually became the second row after mass jump by the first row. Atherton kept his cool and hugged the notch while others were unable to do so to slide into third by the time the checkered flag fell.

"We've been one of the fastest guys out there all day," Atherton said. "But I got a crappy start in the heat race and had to come through the semis. I just thought that I'd fall in line and follow everyone, but after five or six laps, Morehead and Will went by. I had to start doing something. It paid off. This turned out to be a pretty successful night."

Atherton was followed across the line by resurgent legend Jay Springsteen aboard the Bartels Harley-Davidson XR750. The three-time champion appears to have finally picked up the pace in the series despite missing the Peoria TT, and he had his act together in Lincoln, coming from the second starting line to run third for much of the race before eventually falling to fourth place. Springsteen, who had recognized that he was down on points for this late in the season, thus turned in his best finish in 1996 so far, despite nursing a smoking motorcycle to the finish line on the last five laps.

Steve Morehead (42) won an all-important drag race over Will Davis (21) into the first turn of the restarted Cornhusker Motorcycle Championship at Lincoln, Nebraska, and won the five-lap dash to the finish to earn his 22nd career Grand National win. Davis was second while Kevin Atherton (23) finished third.

"After everyone on the front row jumped the line, I was like "All right!" Springsteen said. "I jumped too, but I didn't get put back. Then when Roeder crashed and there was only one lap to go, I figured they were gonna call it. But then I remembered that they go back and run five laps. Then an oil line came off and we just got that fixed in time. But things were going good all night long."

Team Undo's Brett Landes was another surprise top finisher as he piloted his Audiovox/Quaker State Honda to an impressive fifth-place finish, matching his best career performance on a 750, which came at the Dallas Half Mile in 1994. Landes was clearly dialed into the groove, but his third-row start after a transfer from the semi would seem to have spelled doom. Yet the young Northern Californian got a rocket start on the final green light to jump from ninth to sixth and then snatch fifth place when Harley-Davidson of Sacramento's Joe Kopp pulled off with a mechanical failure three laps from the finish.

"Man, what *didn't* happen out there?" Landes said. "My grip was comin' off. I was turning the grip, but the throttle wasn't turning. I almost pulled off, thinking that the crank was going. But the restart really helped me. We fixed the grip, and I got off the line good and stayed low. I think Kevin (Varnes) and Davey (Camlin) tangled with each other, and I got by."

And where was the champ? Parker was clearly the man to beat - even after coming from the penalty row on the original start. The six-time Grand National titlist was an unbelievable third as the field skated into turn one at the start of the feature and he was quickly by both Springsteen and Geo Roeder to grab the lead and set sail for the finish, but a rare solo crash as he was coming off turn two on the 18th circuit derailed his chances for his fourth win of the year. Parker still wound up a gritty eighth.

"I think something internally in the shock broke, because the tire was fine," Parker said. "I was looking back to see who hit me, because that's what it felt like. It didn't hurt. We'll see 'em next week."

With the crazy shuffling in the race standings, the series standings followed suit. Davis has regained the points lead with 159 marks to Parker's 153. R&R/Team Saddlemen's Rich King, who had a terrible day in Lincoln and wound up last in the feature after breaking down, drops to third with 149. Morehead has leapfrogged past Harley-Davidson of Sacramento's Joe Kopp to fourth with 135 to Kopp's 125. USC Racing's Kevin Varnes sits sixth with 121, and Atherton rounds out the triple-digit scorers in seventh with 114.

HEATS

The narrow black groove that formed up on the hard-packed sandy State Fair Park half mile had several riders worried that getting a good start would be the only key to victory, and it appeared to play out that way in the first heat as R&R/Team Saddlemen's Rich King blasted away from the rest of the field to win heat one in convincing fashion. The 33-year-old Iowan road raced his way to the win in the second-fastest heat of the night.

"I was hoping to be the fastest heat," King said. "I think that's going to play a big role tonight. It's all going to be in that start. I'm not going to change anything on the bike. I am going to give my throttle hand a quarter turn, though."

King wound up putting 20 lengths on Gardner Racing/Walters Bros. H-D's Dan Butler, who made one of the few heat race passes on Corbin Racing's Chance Darling in turn three before going onto finish second with Darling third and taking the last direct transfer to the feature.

"We were just being real smooth on the throttle," Butler said. "And my guys have just got this thing hooked up. I'm able to run it in harder and get it stopped in time to stay on the groove."

"I got third, so no front row," Darling said. "But my confidence is a lot better now, because I know that I can get up with these guys and stay there."

Davis hooked up with Kopp and Loral Lake Racing's Ronnie Jones in heat two and the three riders pulled away early, setting a pace that none of the other riders could follow. Davis went on to the victory with Kopp pulling in second.

"I gotta go faster than that," Davis said. "We were cutting 29-flats mostly. I didn't have any 28.3's (Morehead's heat four lap times). I don't know what we're gonna do. We'll probably put some more gear on it, but that might be stupid, too."

"You have to wait for 'em to fall off the groove to pass," Kopp said. "I couldn't get close enough to Will to pass him, but even if you do, you have to wait for them to fall off."

Jones appeared to have third locked up, but his night came to an abrupt end when his motorcycle expired at the start

of the third lap, leaving behind a three-rider battle for the last transfer spot that included Winchester H-D/Eddie Adkins Racing's Kenny Coolbeth, White's Harley-Davidson's Mike Varnes and Harley-Davidson of Dallas rider Willie McCoy. Coolbeth wound up grabbing the spot.

"I had to do it," a relieved Coolbeth said. "This should help me a lot mentally. Now we're going to get a good start in the main and go from there."

Corbin Racing's Dave Camlin shot by Springsteen at the start of heat three and then led Springsteen, Landes, R&B Racing's Bret Beyer and Varnes early in heat three, but Springsteen caught back up and pressured Camlin for the entire 10 laps, hoping for a mistake that never came.

"I couldn't get off of four very well," Camlin said. "The bike likes to stay in a rut, but I'm real thankful - this is a half mile, and obviously I was cutting some pretty fast laps."

"I damn near caught Camlin," Springsteen said. "He was having a hard time off turn four, but I was getting through there all right. Everything seems to be going pretty good. We're going to put some half-worn rubber on for the main."

Varnes managed to get by both Landes and Beyer to grab third.

"The start will be everything, period," Varnes said.

Morehead and Parker uncorked a fast one in the final heat of the night, cutting 10 smooth laps in four minutes, 48.56 seconds. Morehead beat Parker to the groove and took off.

"That's all you can do," Morehead said. "You can't make any mistakes, and you have to get back on the gas. I'll have the groove at the start of the main like Parker did in the heat. He had me off in the fuzz. The start is the name of the game."

Parker fell back a bit, admittedly experimenting with the race track a little before reeling Morehead back in.

"You get second off the line and you're screwed," Parker said. "I tried some things and then I made up the distance again. You're gonna run wherever you get your holeshot. It's one of them things."

Roeder Harley-Davidson's Geo Roeder also did a little experimenting, attempting to make the outside work before dropping back down on the groove and finishing third.

"It sucks," Roeder said. "It could be a nice cushion out there, but the groove is too dang fast. If you try to go up top, you'll lose too much time."

SEMIS

Seventeen-year-old Paul Lynch got into the groove and then flat rode his Lynch Racing/Beal Peterbilt Harley-Davidson away from Bob Norefleet Racing's Georgie Price IV and runner-up Bret Beyer to earn only his second-ever pass into a Grand National final in the first semi.

"In the heat race I ran fifth for a while," the youngster from Maryland said. "I knew I had the speed if I could pull a start out of my hat. I got that holeshot and never looked back."

Atherton got back on track with a win in the second semi after failing to transfer out of the first heat race of the night. Atherton ran comfortably ahead of a tussle between Suburban Motors Harley-Davidson's J.R. Schnabel and TLC Racing's Ian Segedy. Segedy prevailed when he ran up alongside the youngster, who fell off the groove in turns three and four and was put on the trailer.

"You can't pass out here," Atherton said. "You're gonna have to hold your cool until the guys in front of you screw up. There ain't much else you can do, but if there's any way, I'll be passing 'em."

Landes got out on the rest of the field and scored a clean win in the final semi to advance to the main event.

"I was the fastest semi, so at least I'll be starting on the groove," Landes said. "That's worth a couple spots right there. I know some people are going to make mistakes, so I'll just bide my time."

Deeley Harley-Davidson's Steve Beattie earned the last transfer spot with a second-place run. The 26-year-old Canadian charger came from the middle of the pack to grind his way past McCoy and Dale Jenneman and make the final. Beattie was later reprimanded by AMA officials for his rough riding.

"Yeah, they slapped my hand," Beattie said. "But I had a wheel on those guys every time."

GRAND NATIONAL

Davis cleanly led the rest of the front row off the starting line during the main event, but there was only one problem with that - the green light never flashed. AMA officials determined that everyone on the front row - Davis, King, Butler, Parker, Morehead and Camlin - had moved and banished them all to the penalty line, leaving Kopp, Springsteen, Roeder, Varnes, Darling and Coolbeth a clear track.

But it was Parker who got a flyer toward the front, getting a great scratch off the line and then making a daring dive to the outside to drive around most of the competition on what little cushion was available and land in third behind Roeder and Springsteen going down the back chute. Morehead had also gotten to the front via a great start but had elected to deal with the traffic on the low road, and he started the main in fourth. Parker meanwhile, had already dispensed with Roeder and Springsteen to blast into the lead and run away.

"Everybody went to the bottom," Parker said. "I just went to the top and left the gas on. There was *some* traction up there."

"I saw him do that and I thought, 'Should I go there?'" Morehead said. "Then I thought, 'Nahh,' and I went to the bottom."

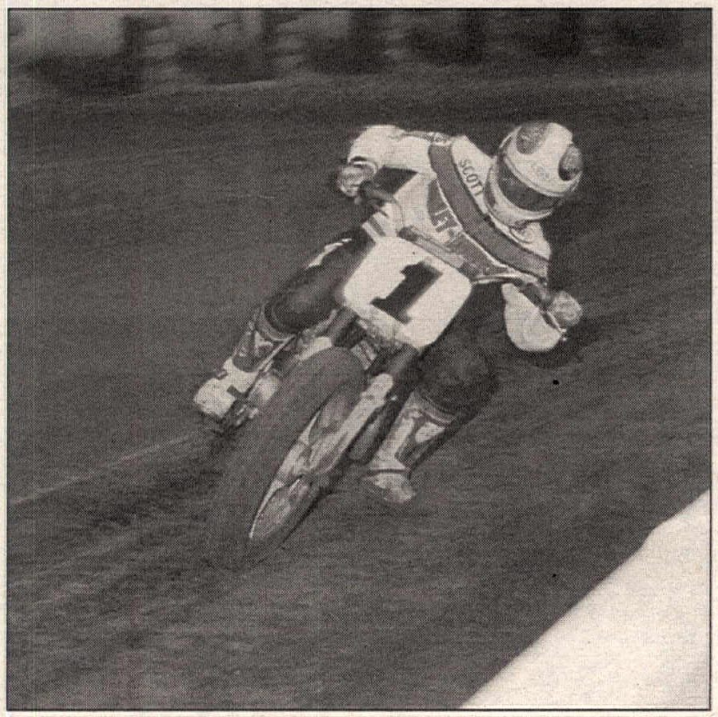
Davis also was on the move and was clearly making the most visbile charge through the field from his 10th-place starting spot. A frenzied pace was putting the resilient North Carolinian by two and three riders per lap, and he was up to third by lap 10. Davis then slipped under Morehead in turn three for second and attempted to catch the fleeing Parker.

At the start up there, everything had happened so fast," Davis said. "I was looking around to see what was going on, and when I turned around, the board was up. I just let the clutch out. It was nobody's fault but my own. That's why I was passin' people out there like that. After that (penalty), I didn't care whether I hit the hay bales or not."

Parker continued to cruise out front with Davis, Morehead, Springsteen and Kopp. Atherton had briefly argued with Coolbeth for the sixth spot but had come through and was making his way forward as well.

Parker had no trouble at all for the first 17 laps, but on lap 18 his fortunes reversed in drastic fashion as the rear end stepped out at the exit of turn two and Parker slid down off the groove. He lost nine positions, but he did get up and keep going, thus not causing a red flag.

"I started looking for oil when I saw that," Morehead said. "Parker doesn't just go down like that."



(Left) Shoulda, coulda, woulda: Team Harley-Davidson' Scott Parker owned 17 of the first 18 laps, but a rare suspension failure put the champ on the ground hard. Parker remounted and eventually finished eighth. (Above) Jay Springsteen (9) and Brett Landes (41) both posted season-best finishes in Lincoln, running fourth and fifth, respectively, in the main event.

Davis now had the lead with Morehead and Springsteen running alone in second and third while Kopp still ran fourth ahead of Atherton and Coolbeth. Camlin, Varnes and Landes were still dicing it out for the sixth through eighth spots.

Then Roeder crashed on lap 22, sliding feet first into the bales and causing a red flag. The AMA backed the race up and set the riders in single-file order for a five-lap sprint to the checkered flag. When the green light flashed, Morehead was the first away with Davis second, Springsteen third and Atherton fourth. Landes got the best jump in the field, coming from ninth to fifth, while Kopp pulled off with a broken motorcycle.

Morehead then kept his cool and led the parade back to the finish line ahead of Davis, with Atherton sneaking by Springsteen to grab third.

"I'll tell ya what - last Wednesday we led for 16 or 17 laps and got beat," Morehead said. "I just want to be like Ricky Rudd. I just want to win at least one every year."

600cc SUPPORT

Lynch Racing/Beal Peterbilt's Paul Lynch bided his time and then strutted his stuff at the right time to not only survive but to win the crash-marred 600cc Expert support main event. The race had to be restarted several times due to minor spills and one major snarl involving Corbin Racing's Lonnie Pauley, Steve Hall and Scott Shinn in turn two on lap eight. Lynch was third at the time and had actually held the lead once prior, only to lose it when the race reverted back a lap due to an earlier red flag. But when the racing finally came down to the wire, Lynch, S&B Racing's Bret Beyer and Bartels Harley-Davidson rider Billy Martin were the three riders slugging it out for the top of the rostrum. Lynch took it by sliding under Beyer off turn four, making the pass on the front straight and then holding off J.R. Schnabel to claim the first major professional victory of his career.

"I went to the front once before, and they threw that red flag," Lynch said. "I knew I could run up there then. When I passed Beyer down low, I saw a clear track in front of me. It was the best thing I'd seen all night. What a killer night. I've been waiting for this one for a while."

883 NATIONAL

The AMA 883 National quickly turned into a two-horse race after the initial start as Suburban H-D's Schnabel and Bartels' Harley-Davidson rider Eric Bostrom battled tooth and nail for the victory. As the 12-lap final unfolded, it was clear that each rider had an advantage in different places on the track, with Schnabel able to get a great drive off the fourth turn while Bostrom was faster going into turn one. Schnabel's geographic superiority proved to be the difference as he was able to make a last-lap, last-corner pass on Bostrom and score the first National win of his young career.

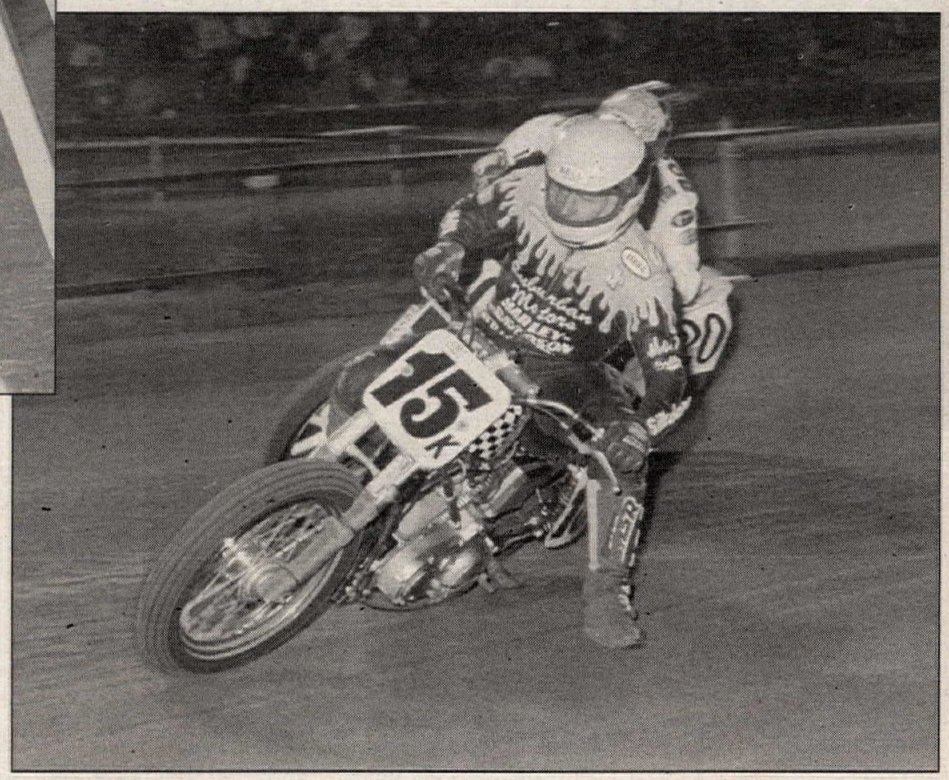
"We're gettin' there," the Grand National rookie said. "I actually felt a lot of draft out there. I knew we were pulling away. It was good, because we kept each other smooth. On the last lap he bobbled, and when I saw that, I dove low and won the drag race. If I'd made the 750 main tonight it would have been a perfect night."

"He did a good job," Bostrom said. "Coming out of turn four on the last lap, I tucked the front end and nearly crashed. I lost my drive. I just wish the checkered flag had been on the back straight."

DIRT TRACK
AMA Grand National Championship Series

Round 11: Nebraska State Fair Park

(Left) Seventeen-year-old Paul Lynch (19S) railed past Bret Beyer (98) and then stayed ahead of J.R. Schnabel (partially hidden) to win the 15-lap 600cc Expert support main event. (Below) J.R. Schnabel (15K) made this last-lap pass on Eric Bostrom (hidden) to claim the first National win of his career in the AMA 883 main event.



Finishing a distant third was Bartels rider Johnny Murphree, an 18-year-old Californian who has continued to show improvement on the 883 with each ride. Murphree put away the likes of Georgie Price IV, Paul Morgan III and Jay Springsteen to land the third position and his first National podium appearance.

"Wow," Murphree said. "I've been waiting for this day for a long time. We've got a lot of the bugs worked out of my program now, and I'm just happy to be making forward progress. I'm ready to start winning races now." CN

Nebraska State Fair Park
Lincoln, Nebraska
Results: Aug. 10, 1996 (Round 11 of 21)

HEAT 1 (10 laps; 9 riders, top 3 transfer): 1. Rich King (Hon); 2. Dan Butler (H-D); 3. Chance Darling (Hon); 4. Kevin Atherton (H-D); 5. Mike Hacker (H-D); 6. Dale Jenneman (H-D); 7. Paul Morgan III (H-D); 8. Greg Teague (H-D); 9. Jim Sumner (H-D).
Time: 4 min., 52.14 sec.

HEAT 2 (10 laps; 9 riders, top 3 transfer): 1. Will Davis (H-D); 2. Joe Kopp (H-D); 3. Kenny Coolbeth (H-D); 4. Willie McCoy (H-D); 5. Mike Varnes (H-D); 6. Eric Bostrom (H-D); 7. Gary Rogers (Hon); 8. Trapper McDaniel (H-D); 9. Ronnie Jones (Hon).
Time: 4 min., 55.14 sec.

HEAT 3 (10 laps; 9 riders, top 3 transfer): 1. Dave Camlin (H-D); 2. Jay Springsteen (H-D); 3. Kevin Varnes (Hon); 4. Brett Landes (Hon); 5. Bret Beyer (H-D); 6. Ian Segedy (H-D); 7. Dan Stanley (H-D); 8. Paul Bergstrom (Hon); 9. Tom Troudt (Hon).
Time: 4 min., 54.63 sec.

HEAT 4 (10 laps; 10 riders, top 3 transfer): 1. Steve Morehead (H-D); 2. Scott Parker (H-D); 3. Geo Roeder II (H-D); 4. Paul Lynch (H-D); 5. J.R. Schnabel (H-D); 6. Steve Beattie (H-D); 7. Georgie Price IV (H-D); 8. Danny Koelsch (H-D); 9. Robert Tripp III (H-D); 10. Kenton Longcor (Hon).
Time: 4 min., 48.56 sec.

SEMI 1 (8 laps; 9 riders, top 2 transfer): 1. Paul Lynch (H-D); 2. Bret Beyer (H-D); 3. Georgie Price IV (H-D); 4. Eric Bostrom (H-D); 5. Mike Hacker (H-D); 6. Greg Teague (H-D); 7. Paul Bergstrom (Hon); 8. Kenton Longcor (Hon); 9. Ronnie Jones (Hon).
Time: 3 min., 58.86 sec.

SEMI 2 (8 laps; 8 riders, top 2 transfer): 1. Kevin Atherton (H-D); 2. Ian Segedy (H-D); 3. Mike Varnes (H-D); 4. J.R. Schnabel (H-D); 5. Danny Koelsch (H-D); 6. Paul Morgan III (H-D); 7. Tom Troudt (Hon); 8. Trapper McDaniel (H-D).
Time: 3 min., 55.00 sec.

SEMI 3 (8 laps; 8 riders, top 2 transfer): 1. Brett Landes (Hon); 2. Steve Beattie (H-D); 3. Dan Stanley (H-D); 4. Willie McCoy (H-D); 5. Dale Jenneman (H-D); 6. Robert Tripp III (H-D); 7. Gary Rogers (Hon); 8. Jim Sumner (H-D).
Time: 3 min., 54.71 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Steve Morehead (H-D); 2. Will Davis (Hon); 3. Kevin Atherton (H-D); 4. Jay Springsteen (H-D); 5. Brett Landes (Hon); 6. Kenny Coolbeth (H-D); 7. Steve Beattie (H-D); 8. Scott Parker (H-D); 9. Kevin Varnes (Hon); 10. Dave Camlin (H-D); 11. Ian Segedy (H-D); 12. Dan Butler (H-D); 13. Paul Lynch (H-D); 14. Chance Darling (Hon); 15. Bret Beyer (H-D); 16. Joe Kopp (H-D); 17. Geo Roeder II (H-D); 18. Rich King (Hon).
Time: None due to red flag.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES STANDINGS (After 11 of 21 rounds): 1. Will Davis (159 points/3 wins); 2. Scott Parker (153/3 wins); 3. Rich King (149/1 win); 4. Steve Morehead (135/1 win); 5. Joe Kopp (125); 6. Kevin Varnes (121); 7. Kevin Atherton (114/1 win); 8. Brett Landes (81); 9. Dave Camlin (57); 10. Jay Springsteen (51); 11. Dan Butler (50); 12. Ronnie Jones (49); 13. Dan Stanley (41); 15. Steve Beattie (35); 16. Georgie Price IV (34); 17. Ricky Graham (33); 18. (TIE) Bret Beyer/Chance Darling (27); 20. Andy Tresser (25/1 win).

883 NATIONAL (12 laps; 17 riders): 1. J.R. Schnabel (H-D); 2. Eric Bostrom (H-D); 3. Johnny Murphree (H-D); 4. Georgie Price IV (H-D); 5. Paul Morgan III (H-D); 6. [illegible] (H-D); 7. Greg Teague (H-D); 8. Billy Martin (H-D); 9. Mike Hacker (H-D); 10. Paul Bergstrom (H-D); 11. John Faulkner III (H-D); 12. Scott Stump (H-D); 13. Alan Eadie (H-D); 14. Gary Rogers (H-D); 15. A.J. Herrera (H-D); 16. Dale Jenneman (H-D); 17. Lonnie Pauley (H-D).
Time: 6 min., 03.24 sec.

AMA 883 NATIONAL DIRT TRACK SERIES POINTS STANDINGS (After 5 of 13 rounds): 1. Georgie Price IV (79 points/1 win); 2. J.R. Schnabel (70/1 win); 3. Eric Bostrom (66/1 win); 4. Nate Wait (57); 5. Johnny Murphree (45); 6. Jess Roeder (53/1 win); 6. Mike Hacker (52/1 win); 7. (TIE) Johnny Murphree/Jay Springsteen/Jason Fletcher (45); 10. Scott Stump (41); 11. Shaun Russell (37); 12. Paul Morgan III (29); 13. Billy Martin (24); 14. Paul Bergstrom (23); 15. Lonnie Pauley (22); 16. Lance Jones (18); 17. Dale Jenneman (17); 18. Gary Rogers (14); 19. Greg Teague (12); 20. Alan Eadie (11).

600 SUP (15 laps; 15 riders): 1. Paul Lynch (Rtx); 2. J.R. Schnabel (Rtx); 3. Billy Martin (Rtx); 4. Bret Beyer (Rtx); 5. Lonnie Pauley (Rtx); 6. Tom Troudt (W-R); 7. Scott Shinn (KTM); 8. Troy Thanes (H-D); 9. Charlie Orr (Rtx); 10. Randy Deeke (Rtx); 11. Jesse Sanchez (W-R); 12. Steve Hall (Rtx); 13. Dan Stanley (Rtx); 14. Scott Stump (Rtx); 15. Johnny Murphree (W-R).
Time: None due to red flag

Upcoming Rounds:
Round 12 - Indianapolis, IN, Aug. 17
Round 13 - DuQuoin. IL, Aug. 18

Briefly...

After a fairly normal number of entrants showed up to do battle at the Rapid City Half Mile Wednesday, there was an extremely **light turnout** of 750cc contestants at the Cornhusker Motorcycle Championship. Only 35 riders were on hand to vie for the main event victory in the premier class. "I'm posting a $50,000 purse at Eldora this year," a concerned Steve Morehead said at the riders' meeting. "I hope that more than 35 guys show up for that."

Grand National mechanic **Mike Wheeler** had the beam of a proud father after the Cornhusker Motorcycle Championship as *both* of his riders scored victories during the night. Wheeler's number-one guy, **Paul Lynch**, earned a hard-fought victory in the 600cc support class and finished 13th in the Grand National final while **Steve Morehead** won the Grand National final. Wheeler is the crew chief for the Lynch Racing/Beal Peterbilt Team, and along with Taylor White, owns and wrenches on the "Findlay Flyer's" 600cc Grand National and 600cc National Championship motorcycles. "I'm real happy right now," Wheeler said. "This does my heart good."

Rich King had a terrible weekend at the Cornhusker Motorcycle Championship, with much of it coming before he ever turned a tire on the race track. "I hate Nebraska," King said. "Last night my little girl broke her arm falling off a picnic table in the campground, and today I went to Denny's and waited 45 minutes, and they only brought half my lunch." There was more trouble in store for King, who suffered mechanical problems and dropped out of the main event. He was credited with 18th place.

After such a brilliant campaign in his first full season on the Grand National Championship tour in 1995, Spectro/Moroney's Harley-Davidson rider **Mike Hacker** continues to suffer through a miserable '96. "It's not going the way we planned," the 20-year-old Virginian said. "We're just having bad luck. It's one thing or another, between getting hurt or having bike problems. I've got a new mechanic (Chuck Buchanan), and I've been injured so much that we haven't been able to work with each other. We just need to get a few solid races in and get in some Nationals, then we'll be all right." Hacker missed the 750cc main event but qualified for the 883cc feature and finished ninth.

Despite the absence of two-thirds of the Spectro/Moroney's Harley-Davidson team due to injury, Missouri Harley-Davidson's **Dave Burks** has continued to travel the National circuit to provide **Mike Hacker** with the Spectro team's "backup" 750, a C&J-framed, Carl Patrick-powered XR which is actually co-owned by Burks and Missouri H-D owner Darrell Jones but painted up in Spectro/Moroney's livery. "The guys have been using it," Burks said. "Gator (Nate Wait) was riding the bike before he got hurt, and Jason (Fletcher) almost put it in the main event at Moline. Mike rode it in practice at Rapid City. Next year we'll have someone on it (full time). We just have to sit down at the end of the season and decide who."

Former two-time AMA Grand National Champion and current TCR team assistant **Gary Nixon** and '50s-'60s dirt tracker **Al Burke** were honored with an induction into the National Motorcycle Museum and Hall of Fame at Sturgis, South Dakota, earlier in the week. "That was the fourth one of these things I've been in," Nixon said. "This was cool. Ben (Ford Jr.) was there, and a few of my friends were there."

Joe Bisha Racing/TCR R&D rider **Brent Armbruster** became the latest rider to go on injured reserve after "quietly" cracking his right ankle when he caught it in a hole at the Rapid City Half Mile. "I didn't know that it was broken until after I took my boot off," Armbruster said. "Hopefully I'll be back for Indy and DuQuoin. If not, I'll definitely be at Hagerstown."

TCR team manager **Tom Cummings** was certainly pleased with the week his race team had on the road as Will Davis improved upon his fourth-place run at the Rapid City Half Mile with a runner-up finish at Lincoln while Kevin Atherton recorded 6-1-3 finishes in the last three races. "We're trying," Cummings said. "Kevin has been picking up the pace the past few weeks. We've just been having chassis problems. I think we're getting ready to show our stuff."

Corbin Racing's **Dave Camlin** showed up with a redesigned Don Camlin horizontal-shock chassis to put alongside the prototype that he has been racing. "This one's a little lighter, and the geometry is a little different," Don Camlin said. "We've got a little bit more shock leverage with this one." Camlin finished 10th in the main event aboard the machine.

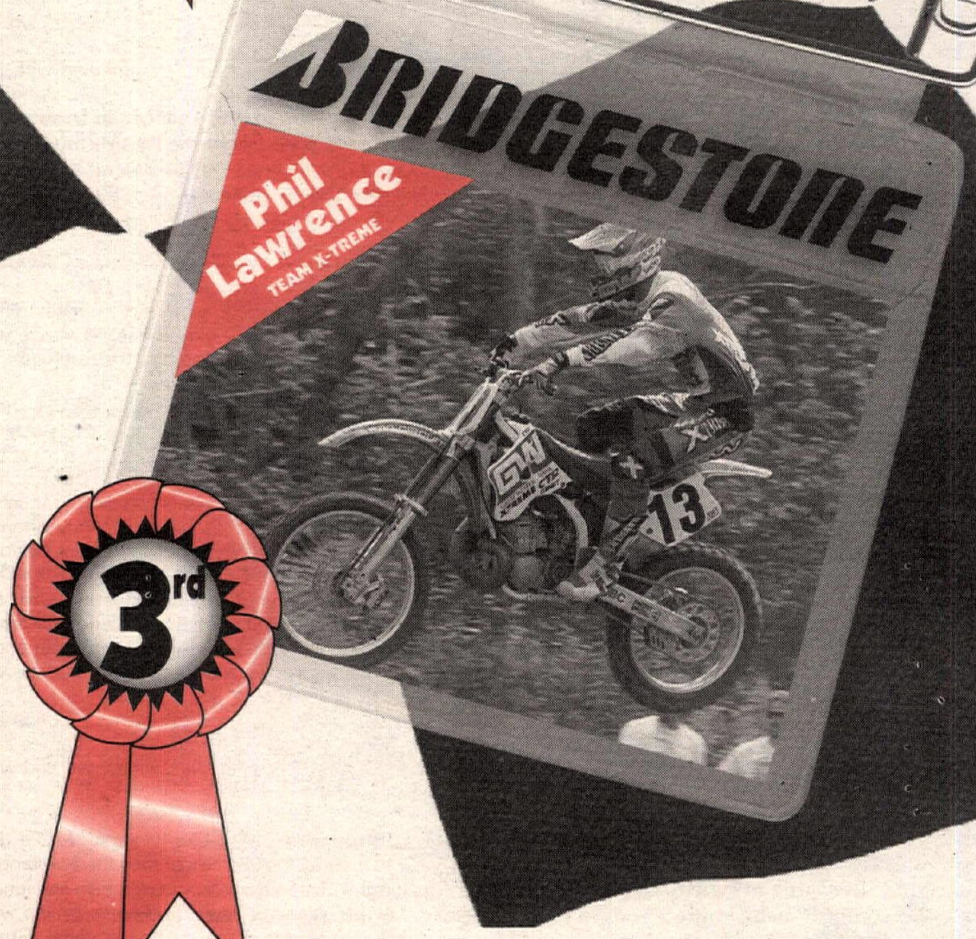
More suspension sweepstakes: Even though their Buell-style pull-shock has proven itself to be competitive, the Suburban Motors Harley-Davidson team of **J.R. Schnabel** debuted a new C&J-chassied XR750 at Lincoln, and Schnabel just missed making the feature with it. The machine features a much more-vertical, ATK-style offset shock placement than the high-horizontal design that C&J's Jeff Cole has been currently offering, and it actually appears to mirror a design that former Grand National Champion **Gary Scott** debuted but later abandoned way back in the early '80s. "It's workable," Suburban tuner Joe Houpt said. "J.R. still likes the Buell, but this is a lot better than the other modified stock frame we had. I think the design will work this time around because the shock technology is so much better. We know a lot more about that stuff now."

USC Racing's **Kevin Varnes** suffered a rare miscue in practice and crashed his Honda RS750. "It just started pushing real bad," Varnes said. "I went off the groove and low-sided." Varnes was undaunted and went on to finish ninth in the main event.

KK/Wimer's Cycle's **Scott Stump** and Mitchell's Modesto H-D's **Joe Winston III** were involved in a brutal-looking crash after the two tangled and blew through the first-turn hay bales and one of two chain-link fences that line the track during their 883 scratch heat. Both motorcycles were completely totaled, and Winston earned a ride to the hospital. Stump returned to compete in both the 883 and 600cc support events.

Corbin Racing's **Chance Darling** continues to be one of the season's best success stories as the 26-year-old has caught fire, making his sixth 750cc Grand National main event of the season, and third in a row. "Everything is starting to click with the new team and with the Hondas," Darling said. "I'm trying not to mess with anything too much."

We Took A Flying Leap, Again...



Bridgestone congratulates the top four at Millville! It was a clean sweep at the 250cc Motocross – In overall finishing, Bridgestone took first, second, third and fourth positions.

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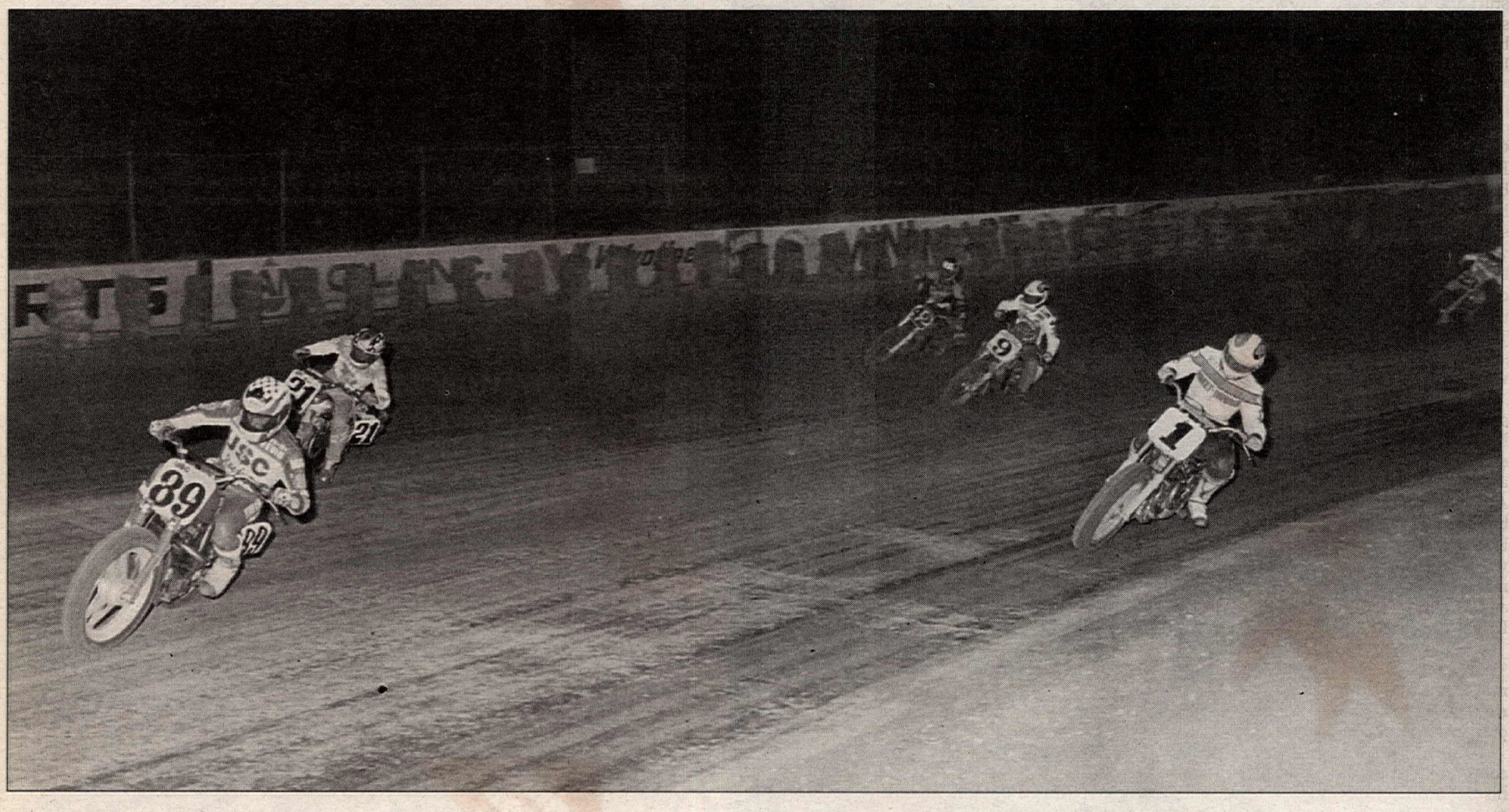
THE NEXT REVOLUTION IN TIRES

Round 10: Black Hills Speedway

No more excuses



Kevin Varnes (89) shot out to the early lead at the start of the Rapid City Half Mile. Will Davis (21) and Scott Parker (1) give chase, followed by Jay Springsteen (9) and Steve Morehead (42).

By Scott Rousseau
Photos by Flat Trak Fotos

RAPID CITY, SD, AUG. 7

Total Control Racing's Kevin Atherton must have gotten tired of offering excuses, whether valid or invalid, as to why he had failed to score a victory yet in 1996.

Armed with all-new equipment and even more financial support from team owner Benson Ford Jr., the former factory Harley-Davidson rider had turned in some solid finishes so far, but it was new teammate Will Davis who had been stealing most of the headlines by continually running at the front of the pack for most of the season.

But at the Rapid City Half Mile, Atherton finally said no more.

The 25-year-old Michigander commanded plenty of attention from the 6500-plus spectators who attended the midweek Grand National event that was part of the 56th annual Black Hills Motorcycle Rally and Races in and around Sturgis, South Dakota, as he found the zone and blasted through the pack from 10th place to claim only his fourth career Grand National win. Atherton was forced to start from the second row, but a positive mental attitude and the right amount of horsepower from his Tom Cummings-built and twingled short-rod Harley-Davidson XR750 allowed Atherton to push through the pack, pass race leader Steve Morehead on lap 16 and then calmly handle lapped traffic on the smooth but slick Black Hills Speedway half mile to earn the victory.

Prior to the main event, Atherton made the prediction that his second-row position on the grid might prove to be an advantage.

"See, what did I tell you?" Atherton said. "I gave 'em a head start and followed 'em around to check out their lines. Then I ran 'em down. I had a lot of confidence, and my motorcycle was excellent. Anyone could have won on it. A lot of credit goes to T.C. and Davey (Watts), and the whole team."

The F&S Harley-Davidson-mounted Morehead was the final victim of Atherton's tirade, but the "Findlay Flyer" still outflew all the rest of the competitors to land the second spot in the feature. After struggling early in the evening, the 40-year-old Ohioan continued to improve with each lap of the track, and his experience definitely came into play as he was the first rider to head above the groove in the main event and find that it had ample traction to propel him to the front after a fifth-place start.

Morehead successfully fought off R&R/Team Saddlemen's Rich King and TCR's Will Davis before drifting just a little too high in three and four and surrendering to the prowling Atherton. Afterward Morehead appeared to be less enthused with his performance than with the visit he got at his truck after the races.

"Kenny Roberts just stopped by here (see Briefly...)," Morehead said. "I was more excited to see him than I was to finish second. The motorcycle was workin' better than the rider. I just got my rear wheel up into the fuzz and lost it. It was my own fault."

Mr. Consistency himself, King, powered his Honda RS750 to another top-five finish in the main event. The 31-year-old Iowan was in contention for the win as he passed four riders right at the start in the main event to come from 10th to sixth on the opening lap and ran as high as second in the early to middle stages of the main before being displaced by Atherton. King also ran the high line as soon as possible and made it work to his advantage as he stayed clear of Davis to grab the last spot on the victory stand.

"I'm happy," King said. "I thought we were going to pull one off for a minute. I came from a long way back to get up there. The groove was pretty clean, but we kept pushing higher and higher until we got into the fuzz and I lost the line."

King still had enough to hold off Davis, who was back in action after little more than a week off from the broken leg and subsequent battering that he endured at the Oklahoma City Half Mile. Yet the North Carolinan showed true grit as he gamely fought his way to the front off the start and then hung around near the front of the pack for the full 25 laps before cruising to the checkered flag fourth. Davis was exhausted after the race as he was not only dealing with his injuries but also with a viral infection that has left him in a weakened state since just after Oklahoma City.

"My leg don't hurt, but this virus is kickin' my butt," Davis said. "I get a fever and flu-like symptoms (from it). I also break into a sweat, and I've got no energy at all. But I ain't makin' no excuses. Kevin rode his butt off. He deserved it. I could not go any faster."

Pole-sitter Kevin Varnes wound up fifth after leading the first six laps of the National. The 21-year-old Pennsylvanian appeared to be styling aboard his Johnny Goad-tuned USC Racing Honda, but it proved to be a facade as Varnes quickly fell back through the pack after staying on the low line too long, then jumping up high and joining the other rim riders after it was already too late to reclaim his spot at the head of the pack.

"I actually went up top early," Varnes said. "But I thought I was spinning too much. Then Morehead passed me, and I started goin' up with those guys and started slipping back. Then I got it figured out. Oh well, one of these days..."

Finishing an uncharacteristic sixth place was Team Harley-Davidson's Scott Parker, who turned in a characteristically hard-riding performance that met with a result normally reserved for his visits to the Daytona Short Track - Parker charged too hard and overrode

the race track. The reigning series champion was third after the first two laps of the main, but he slipped off the groove on two separate occasions and paid dearly in the form of lost track position both times. Yet Parker was more animated in defeat than he was in victory.

"I was catching them and making time," Parker said. "I just slid up too high and the race was over. You push yourself and push yourself, and you get right where you want to be, and that happens. I just got into the wet, marbly stuff and it was over. Morehead did the same thing. We both just got up a little high and lost everything. When you lose, you got something to talk about."

HEATS

GM Promotions' Johnny Landers, Gary Thomas and crew had the Black Hills Speedway racing surface in much better shape for the Grand National boys than in 1995, and the 42 riders who showed up to compete in the 750cc class were greeted with a smoother, yet tricky slick racing surface which was almost completely devoid of rocks and continued to improve as the night went on. The lack of a support class aided in speeding up the show, and race fans were on their way home by 10:15 p.m.

Atherton looked to be off to a quick start as he led the first heat race from the line, but teammate Davis powered past early second-place runner Brett Landes and the Team Undo Honda to shadow Atherton for five laps before shooting by him off turn four on lap five to take the lead and pick up the win after the race was shortened to eight laps due to a crash involving Corbin Racing's Davey Camlin and Lynch Racing/Beal Peterbilt's Paul Lynch. Neither rider was injured.

"It (the leg) doesn't hurt," Davis said. "We won't change too much for the main event. The gear mainly. We're right in there - about a tenth (of a second) off. I'd rather be a tenth up."

Atherton held second ahead of the continually improving Dan Stanley and his Schmulbach Racing Harley-Davidson.

"I got screwed," Atherton said. "The red flag gave me no time to make a move. Now I gotta start on the second row. But I think we'll be okay, because they watered it, and I may see a couple of different lines. That second-row start may be an advantage."

"We're making some changes," Stanley said. It felt pretty far off in the scratch heat, but we made some changes, and they're working. Fred Schmulbach is letting me have a lot of input into the things we're working on. It also helped that we were in the first heat, when the track was good."

Varnes ran off and hid in heat race number two and set a fast heat time of three minutes, 57.82 seconds to earn yet another pole position. The young Pennsylvanian got out of the gate fast and stayed ahead of a frenzied battle for the remaining transfer positions that took place among Bartels' Harley-Davidson's Eric Bostrom, Spectro/ Moroney's H-D's Mike Hacker, Gardner Racing/Walters Bros. H-D rider Dan Butler, DeMay Racing's Paul Morgan III and Corbin Racing's Chance Darling.

"We were geared up for the low line," Varnes said. "Everything worked out down low."

Butler made a fairly quick move to the front after getting a poor start as he zipped past Hacker on lap five to grab second, while a motivated Darling waited a little longer before running it underneath Morgan and Hacker to earn the final transfer spot out of the heat.

"If I ever got a good start, what do you think will happen?" Butler said with a grin. "That ol' twingle is going good. We've got her dialed in, and we're trying to learn how to ride the notch. I'm not known for that. We're going slow to go fast."

"I had to be motivated," Darling said after finishing third. "I wanted to get a good start and run up front because (team owner) Mike Corbin and his people are here tonight, and I wanted to look good for them."

King, Harley-Davidson of Sacramento's Joe Kopp, Morehead, Deeley Harley-Davidson's Steve Beattie and White's Harley-Davidson speedster Mike Varnes squared off in the third heat race with Kopp and King doing most of the battling up front while Morehead slipped back and took a safe third place and transfer. Morehead did not look to be anywhere near up to speed in the heat.

"We were just talking about that right now," Morehead said casually as he discussed setup and strategy with Davis. "We do understand that we have to work on it, yes."

After leading the opening lap, King may have charged just a little too much, and that allowed Kopp to race by off turn two on the second lap. King then followed Kopp to the checkered flag as the Washington TT specialist rebounded from his disappointment at Peoria to land his first career heat-race win aboard a 750.

"They're not expecting me here," Kopp said.

"I was just trying to pick up the pace, but the track is slippery, and it's hard to get a hold of," King said. "I think it's going to end up being a one-liner around the bottom. I may try to create a line of my own. Hopefully we'll get a front-row start for the main event."

The returning Jay Springsteen (see Briefly...) got a great start in the final heat but was quickly sucked up by Parker and Loral Lake Racing part-timer Ronnie Jones in the middle of turn one. Parker took the lead from there with Jones establishing himself in second and Springsteen third as the three riders freight-trained to the finish in that order to make the show. Parker was dialed in.

"I just let the clutch out and kept an eye on O.J. (Jones)," Parker said. "We're looking for more of the same in the main event. I haven't talked with Bill (Werner) yet to see where we stand. I'm having a little problem in three and four. I think we can change some things and get better there."

Jones was a little disappointed with his performance, but the Oklahoman offered no excuses.

"I was on the brake when I should have been on the gas," Jones said.

Springsteen was just happy to be back and running well.

"I thought I ran it in there hard enough in turn one, but apparently I didn't," Springsteen said. "Scotty got me, and I drifted wide and Ronnie got under me. But hey, we're third and straight to the main. I need some points. I looked at the deal, and I'm 18th. Springer ain't too proud of that. I twingled this week."

SEMIS

Two young riders took center stage in the first semi as Bostrom and Suburban Motors H-D's J.R. Schnabel raced into the main event through the first semi with Bostrom taking the win.

"I had a really good heat race going," Bostrom said. "Varnes was actually in my way, which I couldn't believe because I know how fast he goes. I decided to try something, and that was a stupid move. I should have transferred out of the heat."

H-D Central/Frontier Harley-Davidson rider Dale Jenneman led Morgan into the main event through to the main event in the second semi.

Peoria TT winner Andy Tresser surprised everyone by putting his privateer Ducati into the main event for the first time in three years of trying. Tresser stormed into the show ahead of part-time 750 rider Rex Fisher, who was on a Hart Racing XR.

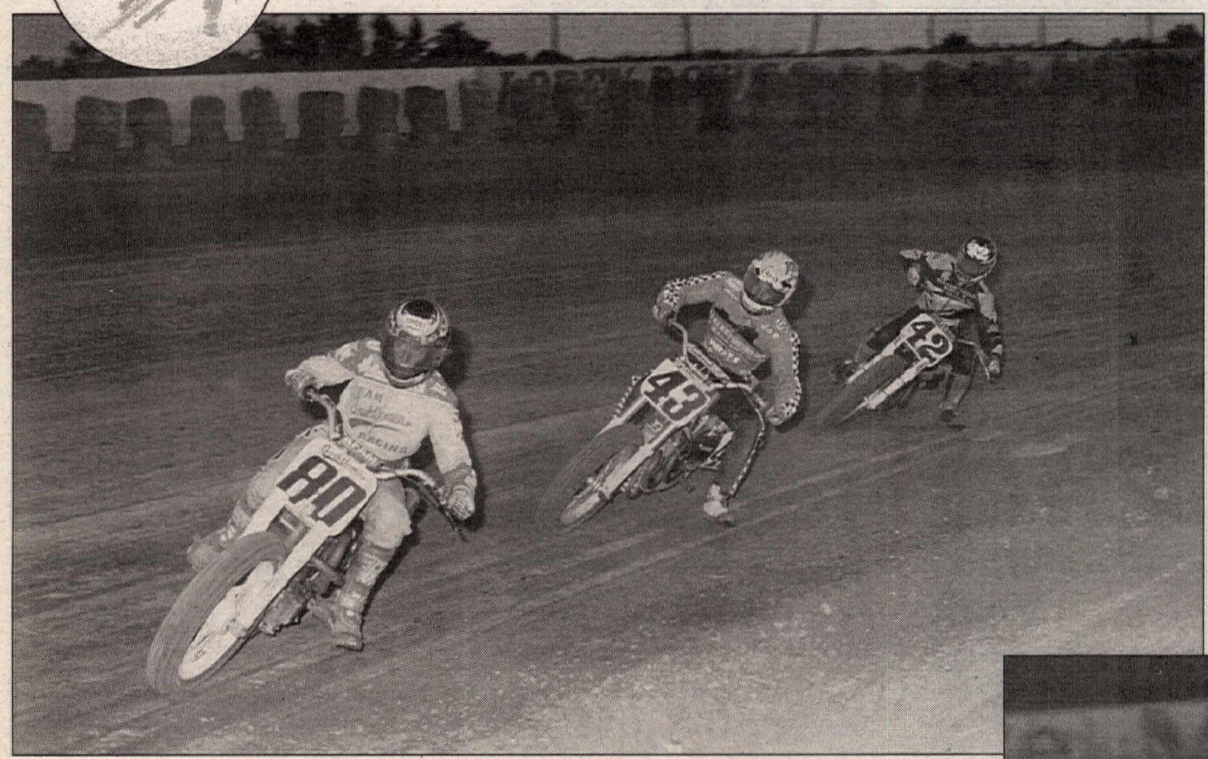
"That was the first time for the Ducati and the first time that I've made a Grand National half-mile main event," Tresser said. "I've got some more confidence from Peoria, and we made some changes to the motorcycle to increase its performance. But Peoria definitely helped."

GRAND NATIONAL

Varnes slid into the lead when the 18-rider field thundered into the first turn on the opening lap of the feature with Parker and Butler in tow, but several riders were bunched together at the front of the field, and by the second lap, Davis had found his way to second with Parker, Morehead and Springsteen following. Butler was back to sixth. Varnes continued to run strong on the groove,

(Above) After running as low as 10th place, Kevin Atherton picked his way through the pack to take his first Grand National win of the season. (Right) Second-place finisher Steve Morehead found success on the high line, but after leading for a time fell prey to the charging Atherton. Will Davis (21) ran as high as second but finished faded to fourth by race's end.

Round 10: Black Hills Speedway



(Left) Points leader Rich King (80) jumped from 10th to sixth on the opening lap and ultimately pushed his way onto the last spot on the podium. Here, he is followed by Washinton's Joe Kopp (43) and Steve Morehead. (Below) Scott Parker had an off weekend. A few mistakes relegated the five-time Grand National Champion to sixth place in the main.

but Morehead was already starting to find success up high, and by lap five he had found his way around Varnes and into the lead. King followed suit.

"We knew where we were going," Morehead said. "Who do you think talked them into watering up there?

"When they pass you like that, you want to try harder, and that messes you up even more on a race track like this," Varnes said. "We were twingled too. We got it all figured out in the end, but it was too little too late."

Atherton was already running sixth at the time after starting ninth and falling to 10th on the second lap, but he had found a fast line after watching where the other riders were running, and he began picking up speed with each lap.

"Spying on everyone else really helped, because I could see where they were going," Atherton said. "I was beating them in the apex of the turns and because of that my straightaway speeds were higher too."

Morehead and King continued on in the top two spots, Davis running third by fending off Parker, Springsteen and Jones.

"I couldn't roll around the top like I wanted to," Davis said. "I had too much gear on it. I talked with Morehead about it before the main event, and I thought that the bottom was going to come in. He thought the top was going to come in. He went the right way and I went the wrong way."

Davis held fourth for the duration.

Parker held off Springsteen, but any attempts to move forward were stalled by two big mistakes in turns one and two where Parker slid high off the second groove and nearly clipped the hay bales, effectively ending his chances for the win. Parker wound up sixth at the checkered flag.

"It sucks," Parker said. "We were reelin' 'em in, but we made those mistakes. I should have jumped up to the top sooner than I did. I rode the bottom too much."

King's hopes for the win were nearly crushed, literally, when Morehead kicked a rock up and King caught it on the hand. He remained fairly unchallenged in third place after the incident.

"That broke my concentration," King said. "I thought I could get Steve back, but then Kevin (Atherton) got me, I lost my drive after that."

Atherton was the man with the drive, storming by Kopp, Butler and Jones early and then running down Parker for fifth. Atherton continued his run to the front by dicing with Davis and then slipping by on the outside at the halfway point. He reeled in King on lap 15 and then went under Morehead on lap 16 for the lead when the Ohioan bobbled and slid up high. Atherton then pulled clear for the rest of the race, needing only to worry about negotiating lapped traffic, which he did with ease en route to the victory.

"As I worked my way through traffic, I didn't want to pass on the bottom, because I knew it was slippery," Atherton said. "Morehead just gave me the opening, and I took it. I knew I could get away from him. We've been haulin' ass all year, but we've just had a few bad breaks. I knew it was time, and I'm really excited about all these upcoming miles now."

Thus Atherton becomes the fifth different winner of the year, but only time will tell if this is to be his "token victory" or something more. If he is indeed about to hit his stride as the miles approach, then it just may be his competition, and not Atherton, making excuses now. CN

Black Hills Speedway
Rapid City, South Dakota
Results: August 7, 1996 (Round 10 of 22)

HEAT 1 (10 laps; 11 riders, top 3 transfer): 1. Will Davis (H-D); 2. Kevin Atherton (H-D); 3. Dan Stanley (H-D); 4. Rex Fisher (H-D); 5. Brett Landes (Hon); 6. J.R. Schnabel (H-D); 7. Dave Hebb (Hon); 8. Lance Jones (H-D); 9. Steve Liberty (H-D); 10. Paul Lynch (H-D); 11. Dave Camlin (H-D).
Time: None due to red flag.

HEAT 2 (10 laps; 11 riders, top 3 transfer): 1. Kevin Varnes (Hon); 2. Dan Butler (H-D); 3. Chance Darling (Hon); 4. Mike Hacker (H-D); 5. Paul Morgan III (H-D); 6. Bret Beyer (H-D); 7. Eric Bostrom (H-D); 8. Dale Jenneman (H-D); 9. Brent Armbruster (H-D); 10. Geo Roeder II (H-D); 11. Tom Troudt (Hon).
Time: 3 min., 57.82 sec.

HEAT 3 (10 laps; 10 riders, top 3 transfer): 1. Joe Kopp (H-D); 2. Rich King (Hon); 3. Steve Morehead (H-D); 4. Mike Varnes (H-D); 5. Steve Beattie (H-D); 6. Andy Tresser (Duc); 7. Gary Rogers (Hon); 8. Keith Jacobsen (H-D); 9. Ian Segedy (H-D); 10. Lonnie Pauley (Hon).
Time: 3 min., 58.63 sec.

HEAT 4 (10 laps; 10 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Ronnie Jones (Hon); 3. Jay Springsteen (H-D); 4. Willie McCoy (H-D); 5. Georgie Price IV (H-D); 6. Kenny Coolbeth (H-D); 7. Jim Sumner (H-D); 8. Recil Hart (H-D); 9. Paul Bergstrom (Hon); 10. Lonnie Kopp (H-D).
Time: 3 min., 59.74 sec.

SEMI 1 (8 laps; 10 riders, top 2 transfer): 1. Eric Bostrom (H-D); 2. J.R. Schnabel (H-D); 3. Dave Camlin (H-D); 4. Mike Hacker (H-D); 5. Georgie Price IV (H-D); 6. Steve Beattie (H-D); 7. Geo Roeder II (H-D); 8. Steve Liberty (H-D); 9. Recil Hart (H-D); 10. Keith Jacobsen (H-D).
Time: 3 min., 15.86 sec.

SEMI 2 (8 laps; 10 riders, top 2 transfer): 1. Dale Jenneman (H-D); 2. Paul Morgan III (H-D); 3. Kenny Coolbeth (H-D); 4. Lonnie Pauley (Hon); 5. Mike Varnes (H-D); 6. Brett Landes (Hon); 7. Gary Rogers (Hon); 8. Lance Jones (H-D); 9. Paul Bergstrom (Hon); 10. Tom Troudt (Hon).
Time: 3 min., 15.45 sec.

SEMI 3 (8 laps; 10 riders, top 2 transfer): 1. Andy Tresser (Duc); 2. Rex Fisher (H-D); 3. Bret Beyer (H-D); 4. Willie McCoy (H-D); 5. Paul Lynch (H-D); 6. Brent Armbruster (H-D); 7. Jim Sumner (H-D); 8. Dave Hebb (Hon); 9. Ian Segedy (H-D); 10. Lonnie Kopp (H-D).
Time: 3 min., 16.36 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Kevin Atherton (H-D); 2. Steve Morehead (H-D); 3. Rich King (Hon); 4. Will Davis (Hon); 5. Kevin Varnes (Hon); 6. Scott Parker (H-D); 7. Jay Springsteen (H-D); 8. Ronnie Jones (Hon); 9. Dan Butler (H-D); 10. Joe Kopp (H-D); 11. Dale Jenneman (H-D); 12. Dan Stanley (H-D); 13. Chance Darling (Hon); 14. Paul Morgan III (H-D); 15. Eric Bostrom (H-D); 16. Rex Fisher (H-D); 17. Andy Tresser (Duc); 18. J.R. Schnabel (H-D).
Time: 9 min., 49.43 sec.

AMA GRAND NATIONAL C'SHIP SERIES STANDINGS (After 10 of 21 rounds): 1. Rich King (147 points/1 win); 2. Scott Parker (140/3 wins); 3. Will Davis (138/3 wins); 4. Joe Kopp (120); 5. Steve Morehead (110); 6. Kevin Varnes (109); 7. Kevin Atherton (96/1 win); 8. Brett Landes (67); 9. Ronnie Jones (49); 10. Dave Camlin (46); 11. (TIE) Dan Stanley/Dan Butler (41); 13. Jay Springsteen (35); 14. Georgie Price IV (34); 15. Ricky Graham (31); 16. Andy Tresser (26/1 win); 17. Dale Jenneman (25); 18. (TIE) Kenny Coolbeth/Jason Fletcher (24); 20. Bret Beyer (22).

Upcoming Rounds:
Round 11 - Lincoln, Nebraska, Aug. 10
Round 12 - Indianapolis, Indiana, Aug. 17

Briefly...

All hail to the king!: Two-time AMA Grand National Champion and three-time 500cc World Champion **Kenny Roberts** showed up at the Rapid City Half Mile to catch the racing action while attending the Black Hills rally. Roberts said that he enjoyed the program. "It's still a great show," Roberts said. "They (the bikes) need to be a little noisier though. They're getting too quiet. That's one thing I noticed. Some of the bikes in Sturgis are louder. But there's a lot of good equipment here." Roberts also hinted that he wouldn't mind swinging a leg over one of the machines and competing again sometime.

Speaking of Roberts, the king is again arranging to have a few veteran dirt trackers come over to Spain for another dirt track event. The race will take place the same weekend as the Eldora Half Mile. **Ronnie Jones** and **Jay Springsteen** are confirmed to be taking part. Texan **Terry Poovey** is rumored to be the third rider who will be heading over for the race.

Team Corbin's **Dave Camlin** admitted that he was the unwitting cause of the crash that took both himself and Lynch Racing/Beal Peterbilt's promising youngster **Paul Lynch** out of contention for the main event. "I just lost the front end," Camlin said. "The front end caught and the rear end followed, and I slid out. I think Lynch fell just trying to miss me."

USC Racing tuner **Johnny Goad** was quite pleased with the performance of his rider **Kevin Varnes** despite the fact that Varnes went backward rather than forward, finishing fifth instead of grabbing the win in the main event. "We got all mixed up, but we got it straightened out," Goad said. "He was still turning faster laps than the leaders at the end of the race. You gotta go through that sometimes. He's still coming."

Team Undo's **Brett Landes** was wishing he was back at Peoria after failing to transfer into the main event at Rapid City. "I'd like to run Peoria again," Landes said. "I like that place. This track can be so cool, but not when the sun is out. If they get some moisture in it, then I think we'll be able to run above the groove." Landes was right, but it didn't seem to help him.

Jay Springsteen told *Cycle News* that he enjoyed his time in Tokyo and that he may be going back soon. "I rode all kinds of bikes," Springer said. "I modeled a bunch of leather jackets and stuff, and they made me a real cool jacket with my name on it. I had a really good time, and they're talking about bringing me back in January. They were talking about November, but I told them no way - that's deer season."

One rider whose expectations are changing with each passing race is **J.R. Schnabel**. The 17-year-old Wisconsin rider made his second Grand National main event in a row and is beginning to get it all figured out. "Our expectations are definitely changing," Schnabel said. "We know we won't make 'em all, but we plan on being more consistent. Schnabel was credited with last in the main event after passing riders while the blue "move over" flag was being shown.

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MOTOWORLD 2
AUGUST 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
8/10	Saturday	12:00-12:30pm	&	8/12	Monday	3:00-3:30am
8/24	Saturday	12:00-12:30pm	&	8/26	Monday	3:00-3:30am

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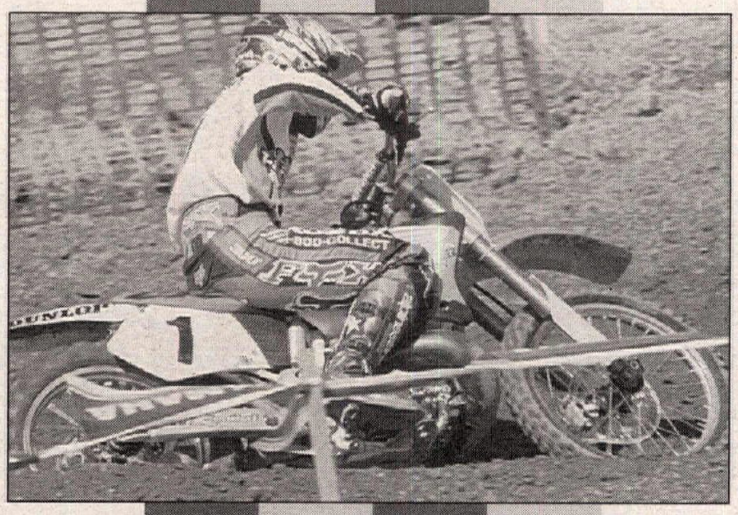
State-side the Motocross finals are fast approaching, and Kyle Petty will join us in the studio. Don't miss it!

MOTOWORLD
AUGUST 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
8/2	Friday	7:30-8:00pm	&	8/4	Sunday	10:30-11:00am
			&	8/7	Wednesday	3:00-3:30am
8/8	Thursday	11:30-12:00am	&	8/10	Saturday	11:30-12:00am
			&	8/13	Tuesday	3:00-3:30am
8/15	Thursday	11:30-12:00am	&	8/17	Saturday	11:30-12:00pm
			&	8/20	Tuesday	3:00-3:30am
8/22	Thursday	7:30-8:00pm	&	8/24	Saturday	11:30-12:00pm
			&	8/27	Tuesday	3:00-3:30am
8/30	Friday	7:30-8:00pm	&	8/31	Saturday	11:30-12:00pm

125cc 250cc AMA Motocross



WORLD GP

125cc 250cc AMA MOTOCROSS
1996 SCHEDULE ON ESPN

EASTERN TIME			
New Berlin, NY	8/11	Sunday	1:00-2:00am
Troy, OH	8/17	Saturday	1:00-2:00am
Millville, MN	8/24	Saturday	1:00-2:00am

1996 SCHEDULE ON ESPN2

EASTERN TIME			
New Berlin, NY	8/2	Friday	8:00-10:00pm
	8/8	Thursday	12:00-2:00am
Troy, OH	8/10	Saturday	2:30-4:30pm
	8/15	Thursday	12:00-2:00am
Millville, MN	8/24	Saturday	2:00-4:00pm
	8/26	Monday	3:30-5:30am

WORLD GP
1996 SCHEDULE ON ESPN

EASTERN TIME			
Germany	8/4	Sunday	12:30-1:30pm
Great Britain	8/11	Sunday	4:00-5:00pm

1996 SCHEDULE ON ESPN2

EASTERN TIME			
Great Britain	8/3	Saturday	2:00-4:00pm
	8/6	Tuesday	12:30-2:30pm
Austria	8/10	Saturday	12:30-2:30pm
	8/19	Monday	12:30-2:30am
Czech Republic	8/30	Friday	8:00-10:00pm

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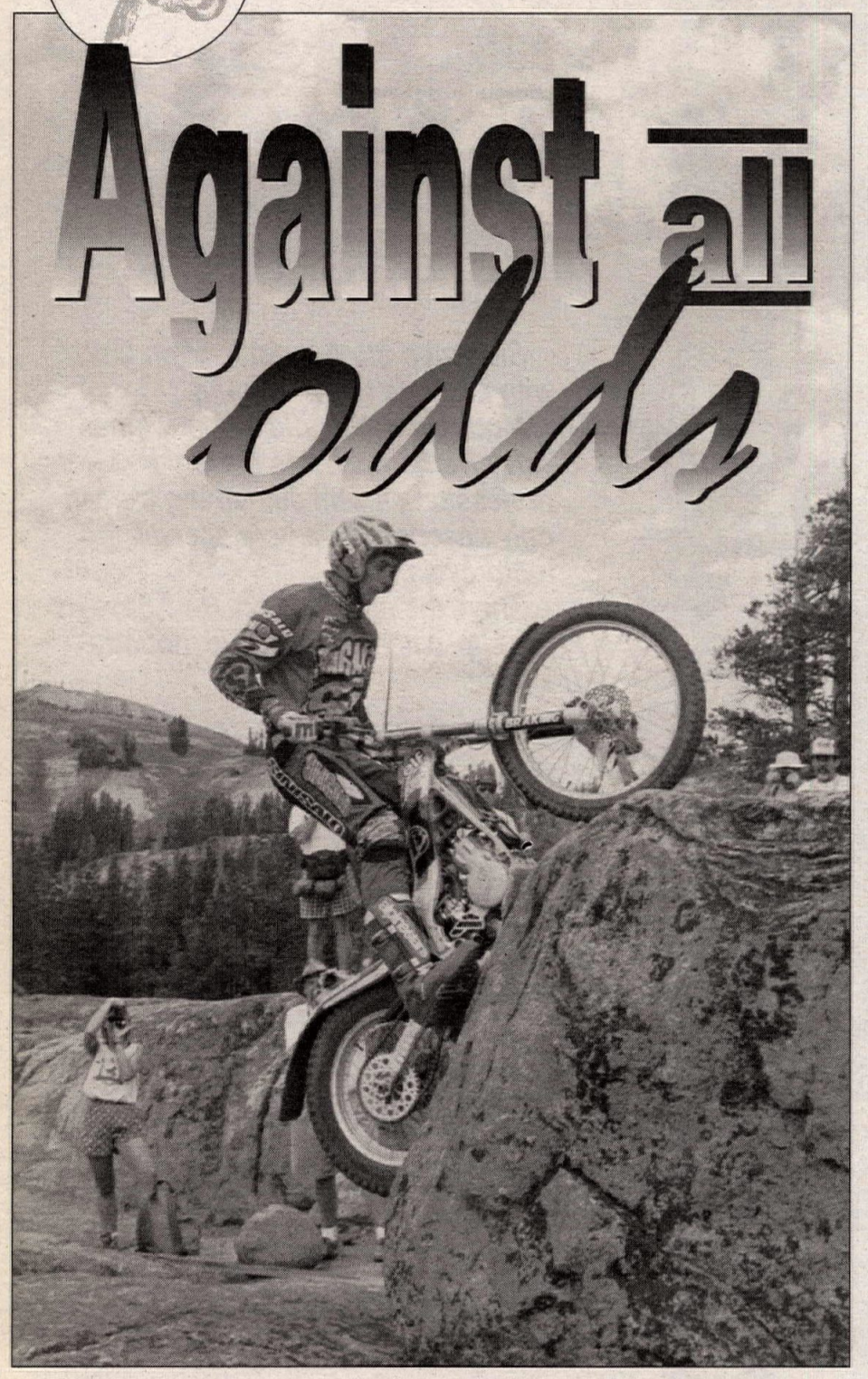
Rounds 6 & 7: Donner Ski Ranch

Against all odds



By Peter Sengai

NORDEN, CA, AUG. 11-12

Only four weeks before the AMA/NATC National Championship Trials series paid a visit to the scenic Donner Ski Ranch in Northern California for the sixth and seventh rounds, two-time and defending National Champion Geoff Aaron suffered multiple head injuries in a spectacular practice crash. Though he declared soon after his accident that he would be on hand to compete at the High Sierra facility, few believed that he would be a serious threat.

"To tell you the truth - now that the event is over - I probably had my doubts about how I would do," said Aaron. "It's only been four weeks since I got off, and I actually returned two weeks before the doctors would have liked me to. I wasn't able to practice and I wasn't sure if the crash would affect my confidence."

Apparently, the two titanium plates and nearly 50 stitches that it took to patch his face back together again slipped Aaron's mind the moment he threw a leg over his factory Beta. The tall New Englander excelled in the big, very physical Donner sections and pulled off a clean sweep that left his rivals dumbfounded. Aaron entered the weekend trailing six-time National Champion Ryan Young by only a single point, but left with a comfortable 16-point lead, 189-173. Though Young mimicked Aaron's every move on Saturday and ended up a painfully close second, he failed to get into the groove on Sunday and finished a distant fourth. This was exactly what Young didn't need, and entering the final two rounds of the series, he will need to pull a rabbit out of his helmet if he hopes to earn his seventh National Championship.

"I was happy with my ride on Saturday, but I just couldn't get motivated on Sunday," admitted the Gas Gas rider. "I was in 'fun mode' all day long. I just couldn't find my race face. Now I have to win the last two rounds and Geoff has to get two thirds if I am to win the title. It ain't over till it's over."

Rounding out the top three on both days was a surprise rider, of sorts. After earning third at the Lucerne Valley series opener in May, former Belgian National Champion Olivier Clamagirand disappeared into thin air. The flashy European import failed to show at the second through fifth rounds, and was even nowhere to be found at his local Southern California regional events.

"I have been very busy with work," said Clamagirand. "I have not even had any time to practice or train. I *had* to compete here because it was in California, but I did not know what to expect. I am out of shape and out of practice, but I am very pleased with my results. Now I will need two weeks to get over being sore!"

Fourth on day one and a popular second on day two was the ever flamboyant Jess Kempkes. Muscle cramps held him back on Saturday, but he rebounded with a spectacular showing on Sunday that saw him turn in what was by far the standout loop score of the weekend.

Saturday

Temperatures that hovered in the mid-90s throughout the day took their toll on riders, and the high level of both section and loop difficulty didn't make matters any better. "The sections are big, just like I like them" said Aaron, following his first loop. "This has to be the hardest National of the year so far. Endurance will be a factor."

From the get-go, it was apparent that Aaron and Young were in a class of their own - their 16- and 19-point first-loop tallies standing head and shoulders above the rest. Kempkes was the best of the rest at the start with a 27, but he was already well off the leaders' pace. Scorpa rider Raymond Peters was close behind Kempkes with a 31, while Clamagirand fought off the cobwebs and turned in a 34-point loop card.

Aaron's nine-point second-loop score would be the best of the day, as he was well acquainted with the sections and still free of fatigue. Young also improved, but not as much as his arch rival. A 13 kept him in contention, but it would all come down to the last lap. Clamagirand came to life on lap two and his 28-point loop tally moved him into top-three contention.

Aaron had a shaky last loop and dropped 22 for a total of 47, but his previous two laps had given him enough breathing room. Not even a 17-point final loop from Young could wrest away Aaron's fourth win of the year.

"I was pretty tired at the end," said Aaron. "I had a real bad last loop with some bad mistakes. It was wicked today."

Young was happy with second. "I rode well today," he said. "We've made a ton of modifications to my bike, and they gave me a lot of power to get up these big rocks. Endurance wasn't a problem for me. I've had plenty of energy all day long."

While Young may have been okay at the end of the day, third-placed Clamagirand was a different story. The Belgian barely had enough energy to celebrate his successful return to competition.

"I could not breathe," Clamagirand said. "My body is cramping up and it is very hard to keep my breath."

Kempkes and Peters rounded out the top five.

Sunday

To the delight of the riders, Sunday was not nearly as hot and the sections were not as demanding. A cloudburst late in the day made things interesting, as the top five Championship class riders were still wrapping up their third and final loops.

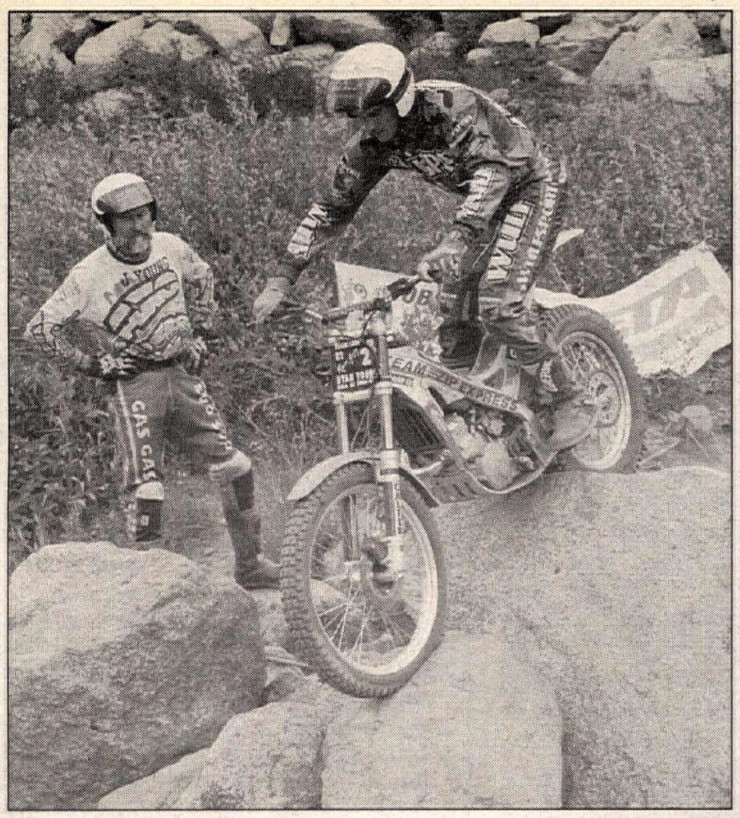
The surprise of the weekend unfolded on the first loop, as nothing could faze Kempkes. The long-haired rider could not be shaken as he attacked each of the new sections.

"Man, I don't know what was up," he said. "I was like sticking everything. I was totally confident and the sections seemed real easy."

Kempkes ended the first lap with an amazing three-point score. Aaron was the only rider to stay within striking distance with five, as the third-best score was 20, turned in by Young. Clamagirand appeared to be a no-show when his start time rolled around. No one had seen him in the pits yet, and some doubted that he could have recovered from his Saturday bonk. But Clamagirand did show up, and though he was 30 minutes late, he did his best to catch the rest of the Champ class. His 22-point loop was impressive because he was obviously fatigued from the previous day's riding. When asked if he was okay, he replied, "I am not so sure yet. I could not sleep at all last night. I had asthma and cramps. I will take it easy today."

Sadly, Kempkes could not duplicate his masterful first-loop performance, and he lost the lead to Aaron for good on the second lap. Kempkes returned to the pits with 24, while Aaron had 12. Clamagirand (17) and Young (another 20) also were able to top Kempkes' second-lap

(Above) Defending National Champion Geoff Aaron swept both days of competition at the scenic Donner Ski Ranch, squelching rumors that his confidence was shaken by his horrendous July practice crash. The New Englander has a comfortable 16-point lead going into the final two rounds. (Right) Former Belgian National Champion Olivier Clamagirand came out of the woodwork to earn a pair of third-place finishes. It was Clamagirand's first appearance since the May series opener.



(Above left) Six-time National Champion Ryan Young showed up at Donner with the series point lead, but after an off day on Sunday, left trailing Geoff Aaron in the overall standings. In order to win his seventh title, Young must win the final two rounds and hope Aaron does no better than third on either day.
(Above) Jess Kempkes wowed the crowd on Sunday with a spectacular three-point loop. The Nebraskan was fourth and second on the weekend, and took over fourth in the series point standings.
(Left) Former High School National Champion Matt Moore showed a newfound level of confidence and mental strength at Donner. The teen had several spectacular rides and went 8-7.

tally. The next-best cards were turned in by Canadian Ryon Bell and Oklahoma's Matt Moore. Both had 30.

"After the first lap, everyone was telling me, 'It's yours, man, no one can touch you now!'" said Kempkes. "I hate when people do that, talk me all up. To me it's just a bunch of smack and it messes with my head."

Kempkes dropped a five in section three and admits that he became flustered. "I got mad and that messed me up," he said. "I dropped three more fives all in a row after that."

Kempkes was able to improve slightly on his third and final loop with a 21, but there would be no touching Aaron. The champ came home with 16 and ended his day with 33, less than six of the Championship class riders had after their first loops.

"I worked hard for the win today," said Aaron. "The sections weren't as brutal, but we were all tired from yesterday. I rode my best on the first lap, and had some mistakes on the second and third ones, but I'm happy. For a change, I have the points lead heading into the final event. For the last two years, I've had to win both days to come from behind and get the championship."

Kempkes' brilliant first lap was what realistically secured his runner-up position. He ended the day with 48, well clear of Clamagirand's surprising 56. "I am surprised to do so well again," said Clamagirand. I had many crashes this weekend, I am hurt just about everywhere. I will be sore for at least two weeks."

Fourth went to a disappointed Young, who could not seem to get it together on the second day. "I can't really explain it," he said. "I just didn't feel competitive today. I was more into showboating for the crowd than concentrating on riding."

Bell rounded out the top five and was pleased with his performance. "I feel like I'm improving a lot," he said. "Every loop I had a better score."

Beta's Lonny Hallsted appeared to be having a miserable day in the early going, but a 22-point final loop vaulted him up to sixth. Moore, Peters, Manniko and Dennis Sweeten completed the top 10. CN

Donner Ski Ranch
Norden, California
Results: August 11-12, 1996
(Rounds 6 & 7 of 9)

Saturday

CHAMPIONSHIP: 1. Geoff Aaron (Bet) 47; 2. Ryan Young (G-G) 49; 3. Olivier Clamagirand (G-G) 90; 4. Jess Kempkes (G-G) 106.5; 5. Raymond Peters (Sco) 107.5; 6. Ryon Bell (G-G) 119; 7. Lonny Hallsted (Bet) 128; 8. Matt Moore (G-G) 145; 9. Dennis Sweeten (Bet) 180; 10. Mark Manniko (G-G) 198.

EX: 1. Kenny Leduc (G-G) 49; 2. Ron Commo Jr. (Bet) 58; 3. Chuck Sutton (Bet) 59; 4. Kip Webb (Fan) 63; 5. Andy Saum (G-G) 77.

HIGH SCHOOL: 1. Wilson Craig (G-G) 11; 2. Carl Miller (Fan) 18; 3. Mike Bryant (Bet) 19; 4. Joshua Metzger (Bet) 20; 5. Timothy Hillsamer (G-G) 26.

SPTSMN: 1. Derek Martinson (Bet) 14; 2. Greg Johnson (Fan) 23; 3. Ryan Bunker (Fan) 30; 4. Gregory Arrants (G-G) 33; 5. Mike Huddleston (Bet) 33.

SR30: 1. David Rolrscnetr (G-G) 9; 2. Robert Madden (Bet) 40; 3. Brad Bunker (G-G) 44; 4. Bart Bunker (G-G) 71; 5. Ken Williams (Fan) 87.

SR35: 1. Kenny Mosteller (Fan) 3; 2. Bob Rowland (Bet) 44; 3. Rod Chappell (G-G) 60.

SR40: 1. Keith Adams (Fan) 9; 2. Howard Galbreath (Bet) 18; 3. Mark Oldar (Fan) 34; 4. Jim Altemus (Fan) 37.5; 5. Florin Owens (Fan) 43.

SR45: 1. Ted Gansberger (Fan) 35; 2. David Craig (G-G) 41; 3. Dallas Peak (Fan) 59; 4. Gary Pisek (Apr) 61; 5. Jim Watson (G-G) 77.

SR50: 1. Dale Malasek (G-G) 12; 2. Bill de Garis (G-G) 37; 3. Larry Lund (G-G) 69.

SR55: 1. Jerry Young (G-G) 29; 2. Bill Thompson (G-G).

SR60: 1. Jack Heminway (G-G) 92.

SR65: 1. Le Grande Bunker (G-G) 142.

Sunday

CHAMPIONSHIP: 1. Geoff Aaron (Bet) 33; 2. Jess Kempkes (G-G) 48; 3. Olivier Clamagirand (G-G) 56; 4. Ryan Young (G-G) 68.5; 5. Ryon Bell (G-G) 97; 6. Lonny Hallsted (Bet) 100; 7. Matt Moore (G-G) 110.5; 8. Raymond Peters (Sco) 119; 9. Mark Manniko (G-G) 125; 10. Dennis Sweeten (Bet) 151.

PROVISIONAL AMA/NATC NATIONAL C'SHIP SERIES POINT STANDINGS (After 7 of 9 Rounds): 1. Geoff Aaron (189/5 wins); 2. Ryan Young (173/1); 3. Raymond Peters (125); 4. Mark Manniko (115/1); 5. Jess Kempkes (121); 6. Lonny Hallsted (104); 7. Ryon Bell (98); 8. Matt Moore (96); 9. Dennis Sweeten (83); 10. John Clark (??).

EX: 1. Kenny Leduc (G-G) 44; 2. Chuck Sutton (BEt) 45; 3. Kip Webb (Bet) 55; 4. Andy Saum (G-G) 59; 5. Ron Commo Jr. (Bet) 62.

HIGH SCHOOL: 1. Joshua Metzger (Bet) 11; 2. Wilson Craig (G-G) 12; 3. Mike Bryant (Bet) 15; 4. Carl Miller (Fan) 39; 5. Timothy Hillsamer (G-G) 66.

SPTSMN: 1. Derek Martinson (Bet) 16; 2. Ryan Bunker (Fan) 30; 3. Tony Leduc (G-G) 32; 4. Dale Malasek (G-G) 32; 5. Jim Campbell (Bet) 38.

SR30: 1. David Rohrschneider (G-G) 20; 2. Brad Bunker (G-G) 56; 3. Robert Madden (Bet) 63.

SR35: 1. Kenny Mosteller (Fan) 6; 2. Neil Belvopir (Fan) 27; 3. Bob Rowland (G-G) 50; 4. Mike Krasun (Bet) 82; 5. Rod Chappell (G-G) 91.

SR40: 1. Keith Adams (Fan) 13; 2. Mark Oldar (Fan) 19; 3. Jim Altemus (Fan) 34; 4. Howard Galbreath (Bet) 38; 5. Clive Hannon (Fan) 52.

SR45: 1. David Craig (G-G); 2. Jim Watson (G-G); 3. Dallas Peak (Fan) 86; 4. Martin Argo (Bet) 134.

SR50: 1. Bill DeGaris (G-G) 57; 2. Larry Lund (G-G) 81.

SR55: 1. Jerry Young (G-G) 36; 2. Bill Thompson (G-G) 65.

SR60: 1. Jack Heminway (G-G) 97.

SR65: 1. LeGrande Bunker (G-G) 144.

Upcoming Rounds:
Round 8 - Omaha, Nebraska, September 21
Round 9 - Kansas City, Mousouri, September 22

Briefly...

Over 200 entrants showed up to test themselves on both days of competition at the **Donner Ski Ranch**-promoted **Sacramento P.I.T.S**-organized event. Additionally, over 12,000 spectators showed up to watch the action between the tapes. A four-mile loop was run on each day, with 12 sections on Saturday, and 14 on Sunday. Over 200 of the facility's 460 acres were used.

Exceptionally warm weather greeted riders on Saturday, and the heat, combined with the difficult level of the sections and the high-elevation location, caused many riders to "bonk out." Extreme fatigue and muscle cramps were common, with the most notable cases being reported by **Olivier Clamagirand** and **Lonny Hallsted**. After finishing third on Saturday, Clamagirand was so fatigued that he became sick and nearly withdrew his entry from Sunday's event. "I was very ill," he said. "I felt a little better the next day, but I was still very weak and slow. I missed my starting time by 30 minutes - I was so late." Now for the cramp story: "I was in the middle of a section balancing when I got a terrible cramp in my thigh," said Hallsted. "I tried to shake it off, but I ended up jumping off my bike and rolling around on the ground yelling and holding my leg!"

In order to deal with the 7500-foot elevation, special **high-compression cylinder heads** were used by most of the Championship class competitors. "They help bring the performance back up to sea level-standards," explained Gas Gas USA's Dale Malasek. "Most of my guys are running them." Many of the riders on hand were planning to compete at altitude again the following weekend, at the famous **Ute Cup Trial** near Denver. Defending event champion **Raymond Peters** is expected to have his hands full with local challenger **Mark Manniko** and last year's runner-up, **Jess Kempkes**.

Though **Geoff Aaron** and **Ryan Young** were happy with day one's seventh section, affectionately known as "The Wall," others like **Jess Kempkes** had opposing opinions. In 1994 the same vertical step was used in the Wagner Cup round of the World Championship Series. Only **Jordi Tarres** and **Steve Colley** were able to make it up the ledge - all others failed. At this weekend's National, riders were given a better run at the obstacle, and Aaron and Young were the only two to make it up. "If the World Round guys weren't clearing it two years ago, why would they think that we could do it this year?" said a dismayed Kempkes. "All that section did was cost me parts. I broke a brake lever and my shifter, and wasted a set of bars. It was dumb."

Raymond Peters had several trick composite body pieces on his Scorpa Easy. "A friend of mine in New York does a lot of work with stuff like this," said Peters. "The rear fender and seat/subframe on my bike were hand made. Believe it or not, we are actually working on a perimeter-style frame made of composites. I'll also be trying out a set of handlebars, but they won't be legal for AMA competition."

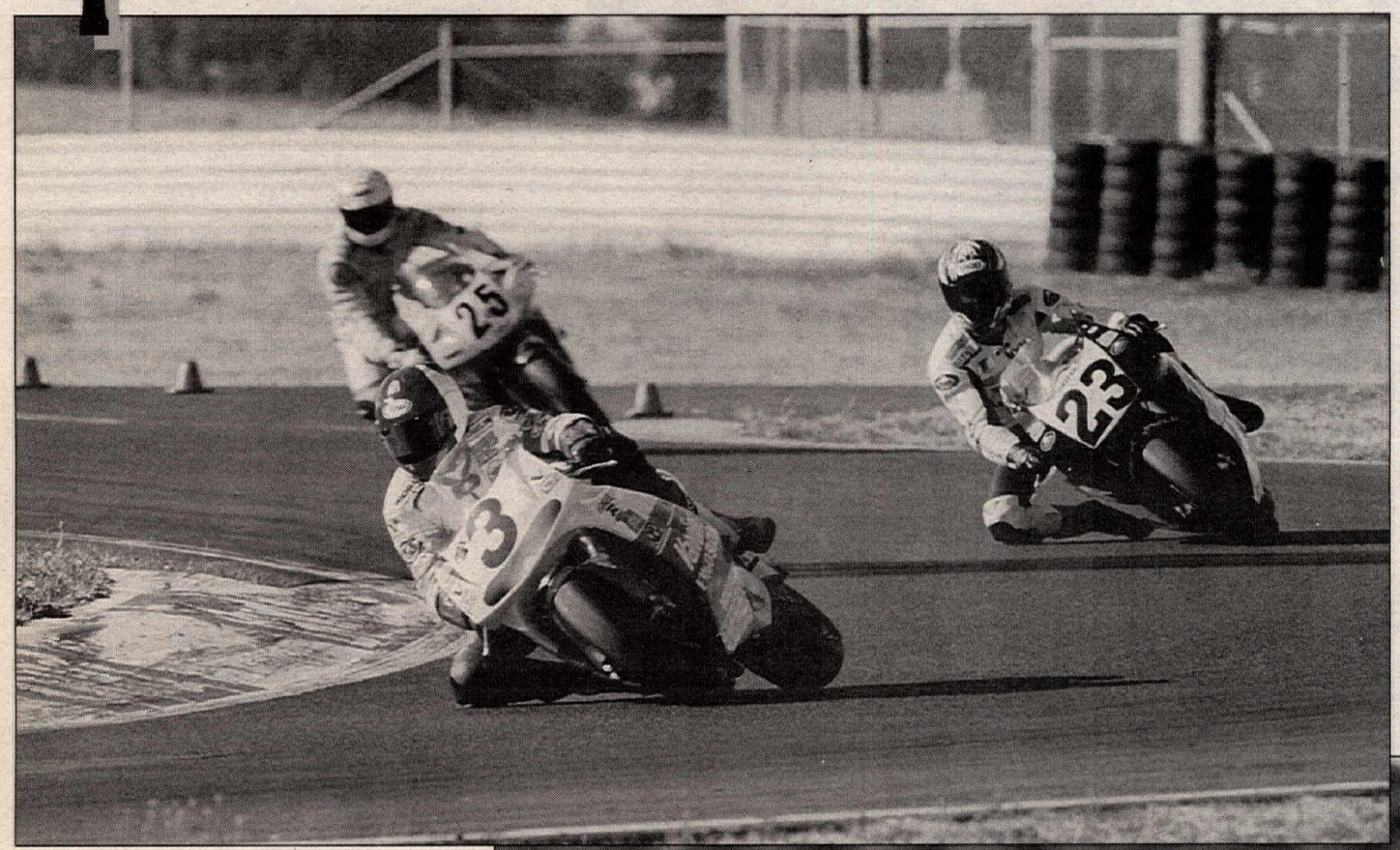
Double round winner **Geoff Aaron** was assisted throughout the weekend by local Expert-class contender **Dan Suffin**, who served as Aaron's minder on both days of competition.

Illinois National winner **Mark Manniko** crashed hard Saturday in the fifth section on his opening lap. The Colorado rider landed on his head and side, and was severely shaken. "I went over the bars and landed hard," said Manniko. "That's the hardest that I've ever crashed. My side slammed a rock, and I could hardly ride after that." Manniko punched out of the remaining sections, completing three full loops in order to salvage as many points as he could. On Sunday, Manniko was able to ride in seven of the sections each lap. "I'm just on damage control right now," he said. "I don't want to lose so many points."

Oklahoma's **Matt Moore** spent the two weeks prior to the Donner Nationals practicing and training in Colorado with veteran **Mark Manniko**. Manniko's influence was apparent, as Moore rode with newfound mental strength and sharper skills in California. "I think he has some great potential," said Manniko. "He just needs someone to point him in the right direction." Though his 8-7 results may not show it yet, Moore's riding has improved considerably since the series opener four months ago.

Round 6: Portland International Raceway

Split decision for Polen and Kling



By Henny Ray Abrams

PORTLAND, OR, AUG. 11

This has been the year of empty hyperbole for Doug Polen. All year long the veteran Texan has been predicting great success for himself in the Sunoco Race Fuels Formula USA series and people were getting a little tired of listening. Today he delivered on the promise.

Riding an overbored Suzuki GSXR750, the former world and national champion rode like the Polen of old, smoothly pulling away from a field of bigger bikes to notch his first solo victory in over three years in the red-flag interrupted first leg of the Formula USA races at the Dunlop Motorcycle Festival of Speed at Portland International Raceway. And he did it on a machine with a slipping clutch which killed his drive out of the corners and forced him to nurse the throttle on The People's Network-backed machine.

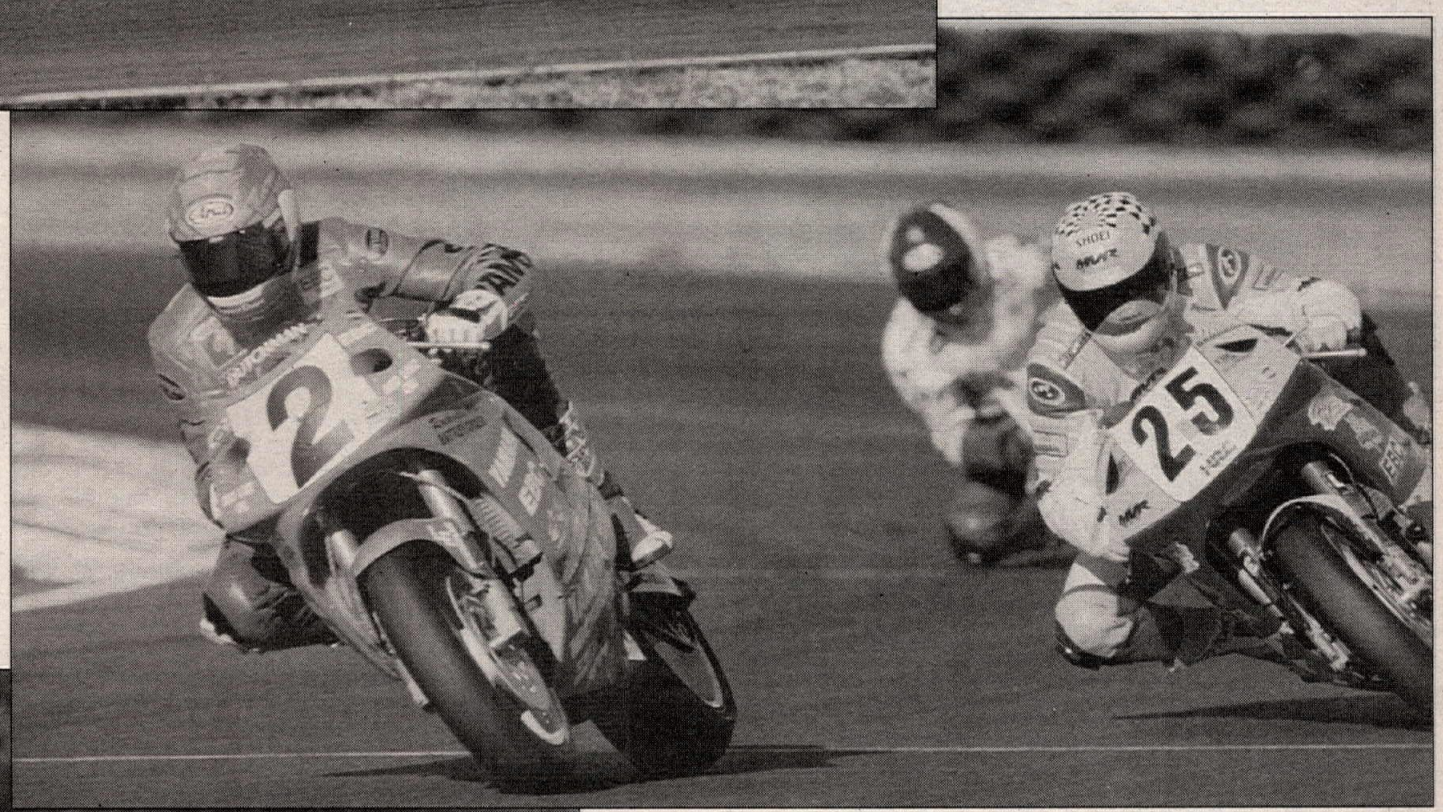
"That was big luck," Polen said after winning his first solo race since the AMA National at Brainerd in August of 1993. "The clutch was slipping the whole race. On the sighting lap, it wouldn't hook up. It's a stock 750cc clutch. You can't expect much when you add 30 to 40 horsepower. It killed me on straightaway speed. I was half to three-quarter throttle. I went as fast as I could on the back section, then babied it on the straights."

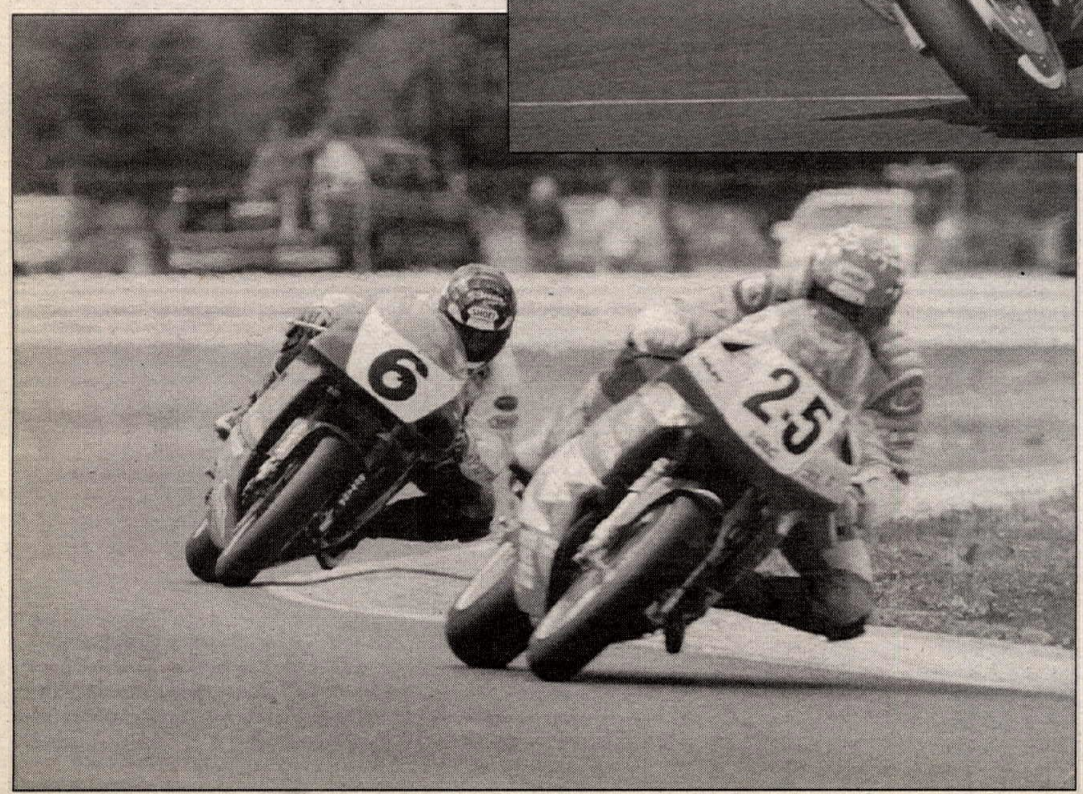
What also helped Polen was that early race leader Doug Chandler hit ignition troubles on the oversized, NASB-spec Muzzy Kawasaki and dropped out while holding a comfortable lead on the seventh lap.

Then the race was red-flagged on the eighth of 13 laps when Fritz Kling's Dutchman Yamaha blew a radiator hose at the end of the front straight, flooding the track with water which Suzuki rider Dave Stanton crashed on. Because a number of riders hadn't completed seven full laps, scoring reverted to the end of the sixth lap and the race was re-gridded. Stanton made it back out, but on his Supersport machine, which hadn't been through tech inspection (see Briefly...). Kling also made the restart, though he ran the second part of the first leg with no water in his radiator.

Second ended up going to Tray Batey, the Suzuki rider running an uncontested second for almost all of the second leg. Behind him came Elkhart Lake double winner Dave Sadowski, the Team Labelle rider, finally overcoming a slew of engine problems on the Honda CBR900s he uses.

Then came Washington's Joe Pittman and Graves Motorsports Chuck Graves, aboard a Suzuki GSXR1100.





(Top) Tray Batey (3) leads Doug Polen (23) and Dave Sadowski (25). Polen took his first race victory in three years when he topped race one. Polen's engine dropped a valve in the second race as he was pulling away from the pack.
(Above) The second race came down to the final corner and the dash to the finish line. Dutchman Racing's Fritz Kling (2) simply outpowered Sadowski (25), who was running one of the team's smaller engines, to take the race-two win. Tray Batey (3) finished third in the second race.
(Left) Kawasaki-mounted Joe Pittman (6) follows Sadowski (25). Pittman finished fourth in the first race.

Polen looked to do the double in the second leg before he dropped a valve while well out in front - and getting faster - on the ninth lap. That left the battle to Sadowski and Kling, and it was epic. Sadowski was in front of Batey and Kling when Polen's engine went, then Kling moved into second a lap later, dropping Batey back to deal with teammate Dave Stanton. Batey said he was disconcerted by the amount of smoke Polen's bike expelled when it blew and he thought there might be oil on the track.

Sadowski led up until the end of the straightaway on the final lap with Kling forcing his way by and holding on right up to the final corner. The pair came sliding out, Kling more so, with Sadowski losing out on the pure horsepower run to the finish line by 0.047 second.

"He almost crashed so I said, 'Here it is, this was the chance I wanted.' I held it wide open, but it was all over from there," Sadowski said. "It was a matter of matching up horsepower and Fritz got me by half a wheel. I just tried to go as fast as I could and stay on two wheels. It was pretty crazy out there. Without our good motors in we just come up a little short."

"Everybody kind of got together," Kling said. "I just saved a little bit for the end. It was tough, it was really tough. I didn't know if I was going to get him or not."

Batey finished third, then Stanton and Triumph's Scott Zampach.

At the end of the day, Batey still held the championship points lead after 12 of 18 races, but the points race is tightening up. Batey, who hasn't won a race but also hasn't finished worse than eighth, holds 340 points, 21 better than Kling and 27 ahead of Sadowski.

RACE ONE

The first rule of racing is that in order to win you must first finish. That did in the Muzzy Kawasaki effort.

After qualifying second to Doug Polen in a battle of the Dougs, Doug Chandler picked up the pace in the morning practice, then raised it another notch in the race. He was so easily pulling away that all that was left was to hand him the champagne. Then disaster struck.

The ignition on the experimental big-bore motor suddenly quit working and his day was over.

The lead went to Polen, who had just moved ahead of Batey. One lap later, Kling's radiator hose came off and the race was stopped and regridded from running positions at the end of the sixth lap.

At this point, Polen knew that his clutch problems weren't going away, but he didn't know whether he had enough time to fix them. "We didn't touch the bike," Polen said.

Off the restart Polen was again in front and again he was pursued by Batey. This time, however, they were joined by Team Labelle's Chris Taylor, Sadowski and Skagit Powersports' Pittman.

Taylor's day was soon over, though, with a violent high-side. Soon after that the intervals between the riders began to widen and the race played itself out.

Polen went on to win from Batey, Sadowski and Pittman. Graves stayed ahead of Zlock Racing's Andy Deatherage, with Mark Miller eighth.

"The first lap I was already a second ahead," Polen noted of the restarted race. "I was able to get far enough away and that was a good thing. Two more laps and that thing (the clutch) would have been gone. In sixth gear I was just barely milking it."

Batey finished about two seconds back, though there was no official margin of victory given. Sadowski came next, glad to be finished with the first leg.

"There was a lot of carnage out there," Sadowski remarked about the non-finishes of Chandler, Stanton and Taylor. "I was in a real conservative mode. I just tried to ride as steady as I could."

RACE TWO

For the second leg, Polen fitted an extra diaphragm washer in the clutch and switched from a synthetic oil to a castor oil in an effort to cure the slippage problems. That did the trick.

Batey led the second race with Polen, Sadowski, Kling and Stanton, who had jetted from the back of the field, in pursuit. It wasn't until the fourth lap that Polen was able to get by and, once in front, he was leaving the field at better than half a second a lap.

On the seventh of 13 laps, he had a 2.5-second lead on Batey with Sadowski another two seconds back and over a second in front of Kling. Behind the top four came Stanton, Pittman and a battle between the Triumph of Zampach and James Randolph's EBSCO Suzuki 750.

It was the ninth lap when Polen's motor let go in a big way, a huge cloud of smoke spewing into the air which changed the complexion of the race in several ways. The first, of course, was that Polen's chances of a double win were done.

"It was the exit of the long left," Polen said. "I was just getting going. I'd done a 1:07.1 and the laps before that were 7.3 and 7.2." The unofficial 1:07.1 was Polen's fastest lap of the weekend.

Following close behind was Batey and the smoke, and possible oil slick, caused him a moment's concern, which was enough for Sadowski and Kling to capitalize.

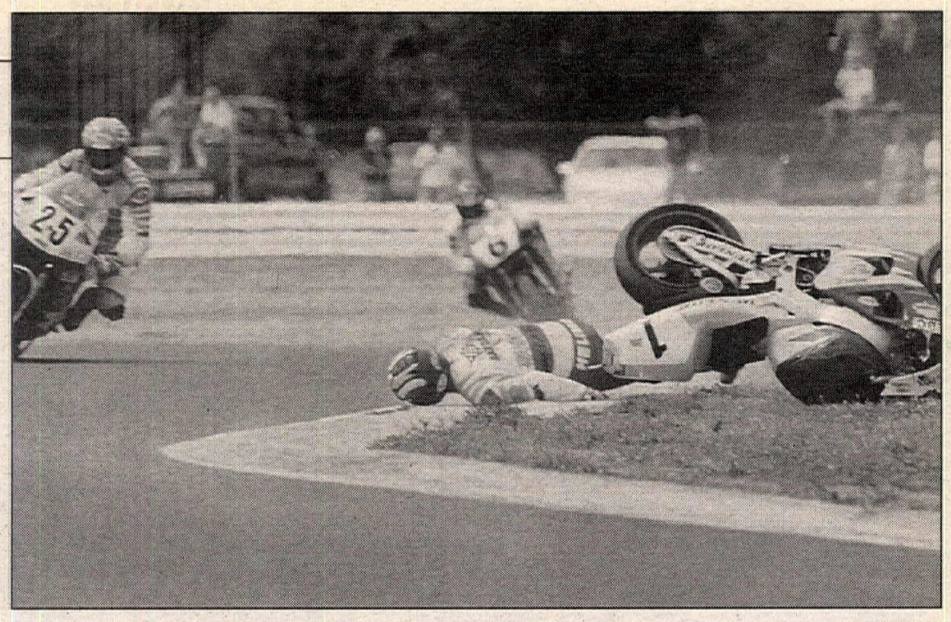
"There was a lot of smoke coming out from under it in the switchback and when I saw all of that coming out I thought, 'Man, I'm going to go down in that,'" Batey said. "Dave got me on the back straight so he was probably pretty close. But I couldn't ride the rest of the race through those corners after seeing that smoke come out of that bike and those guys were just on rails."

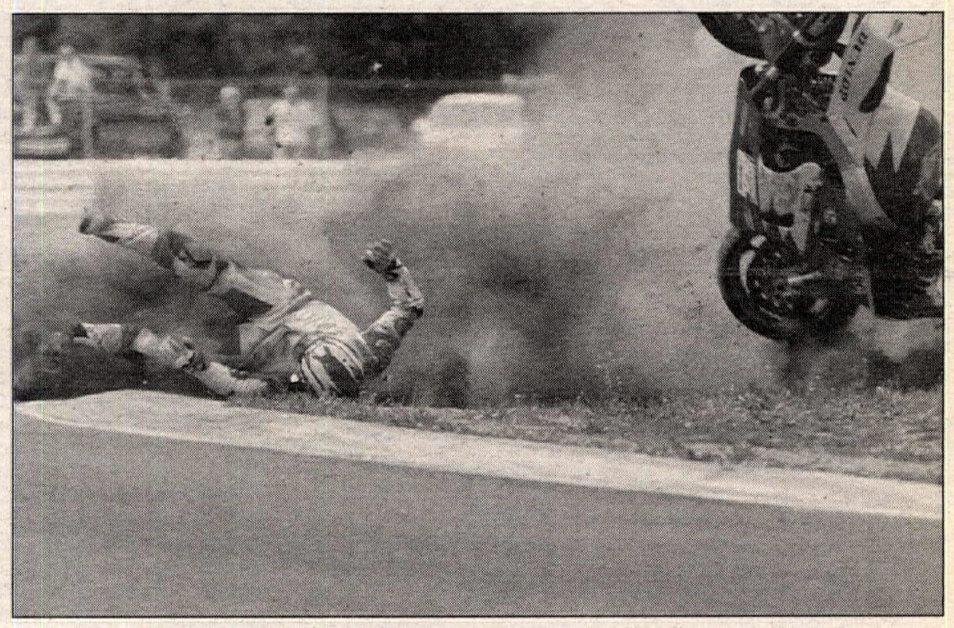
"It really all started when Doug Polen's motor exploded in just a big old cloud of smoke. It was hard to see where the yellow flags were, but I knew they were there," Sadowski said. "I didn't see the red flag come out and it was a good 300 yards of race track we were on with a smoke cloud. Doug got off the track real clean and real fast. From there Tray Batey thought the red flag was going to come out. Fritz and I reeled him in."

There were just over four laps to go at this point and it was now a two-man race. Kling wanted to take the lead and tried Sadowski in the first turn.

"I took over the lead and then when I saw that big blue monster come on the inside of me in turn one I had to shut the door on him, and then he tried it again the next lap and got a little elbow out - and you can't outmuscle a guy 6 foot 4, 220 pounds in turn one," Sadowski said. "So it was just... I had to let him through."

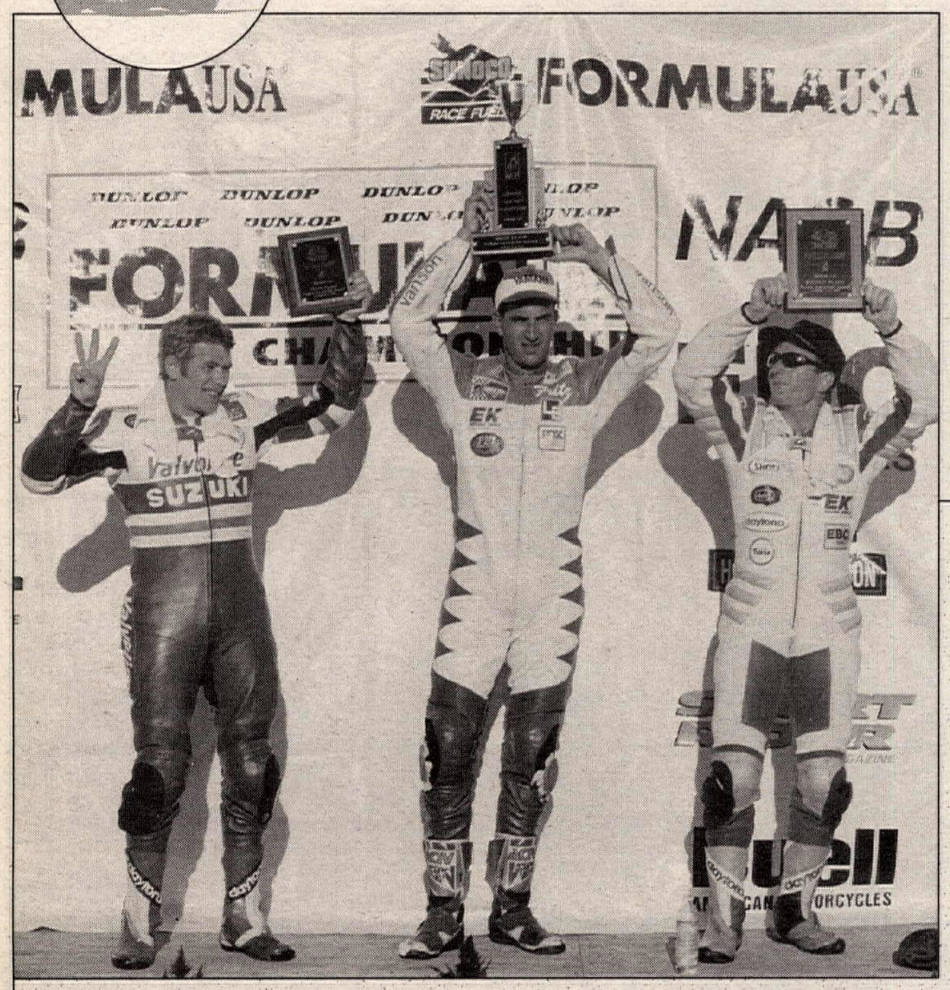
Kling said that for the end of the race there was "not really any plan. I tested him going into the first corner on the brakes and he didn't give me an inch. I





On the second start of the red-flagged first race, Chris Taylor (1) was dicing with the lead pack when he suffered a violent high-side.

Round 6: Portland International Raceway



Tray Batey, Fritz Kling and Dave Sadowski celebrate after the second race.

tried him again on the back straight and (it was) the same thing - not an inch. I knew that I was going to have to put it in just a little bit deeper and see what happens. And he stuck with me all the way into it side by side, but I didn't give up. I wanted to win. It was the white-flag lap, I had to do it then."

Now it was up to Sadowski to try to force an error, which he did when Kling slid hard coming out of the final turn. But in the horsepower war, Kling was the king and it showed at the line.

"I think we did real well considering what happened 12 hours ago when there was shrapnel all over the place," Sadowski said of the team's weekend count of four blown Honda CBR900 motors.

Stanton challenged teammate Batey briefly, then fell back to a solid fourth, well clear of the Zampach-Randolph duel which Zampach dominated right to the end.

Deatherage had moved by Graves Motorsports' Graves, who was slowed with ignition woes, on the sixth lap, then let Mark Miller come to him. At the end, Deatherage held Miller off to take seventh, with Michael Fitzpatrick ninth.

Briefly...

The People's Network's **Doug Polen** claimed the pole position for the F-USA race, despite sitting out the second qualifying session Saturday. Using a mostly stock motor in his Suzuki GSXR750, Polen turned a lap of 1:07.289 - nowhere near Dave Sadowski's 1994 track record lap of 1:05.39 - in the first session, then sat out the second one while his crew worked on his race engine. "It's not bad when you can stay on the pole with no engine in the bike," Polen said, seated under his canopy after the second session. "If I didn't end up on the pole it didn't matter. I knew there was only one guy that could go faster than me," Polen said, of second-fastest Doug Chandler of Muzzy Kawasaki. Polen said that he would fit his race engine, which he says produces 20 to 25 more horsepower than stock, for the race. Among other things, the race engine has 3mm oversize pistons, the Suzuki kit head with titanium valves, and the kit camshafts. "If I'm already faster than he (Chandler) is with that head, he has no chance tomorrow."

Team Muzzy Kawasaki's **Doug Chandler** qualified 0.032 second behind Polen and was disappointed with the time. "I had a clean track, but I just couldn't get it to hook up enough," Chandler said, attributing most of the problem to the heat. The Portland area was under an intense heat wave, hitting 98 degrees at the nearby airport Saturday afternoon. The data acquisition unit on Chandler's Kawasaki showed that he was spinning the tire for most of the lap. On the front straight, he hit a top speed of 174 mph, as measured by his front wheel monitor, while the rear wheel was spinning at 184 mph.

The **Dunlop Motorcycle Festival of Speed** will be **televised** on the Prime Network Cycle World show in two segments, on September 12 and 19. Each show will feature one leg of the Formula-USA race, along with a few of the support classes. One class that won't appear on the telecast is the Buell Lightning Series. The class didn't run at Portland because Buell and NASB had decided on a five-race series for 1996, mostly for budgetary reasons. NASB's Patrick Murphy said that Buell had picked the five races they liked and Portland wasn't among them. "It's not official yet, but they'll probably do a full season next year," Murphy said, adding that he had been at a Harley-Davidson dealer show and that the "demand from the dealers for all the markets is so strong that we're searching frantically to get them to all of the markets we go to."

Rob Muzzy said he plans to sell both **race replicas** and full-on race bikes for the 1997 season. Muzzy said that he would introduce the machinery at the Kawasaki dealer show in Reno, Nevada, in mid-September. "There will be a Muzzy Kawasaki street bike in two sizes, a 750 and this one," Muzzy said of the larger-than-750cc machine that Chandler rode at Portland. "Essentially it will be the same motorcycle with two different four-stroke configurations. The 750 is obviously aimed at World Superbike and AMA. The larger bike is aimed at F-USA. You'll also be able to buy a race-ready version of each bike." Muzzy said that the prices and basic specs of the machines, which will be called "Muzzy Kawasakis," have not been determined, though he did say that the 750cc Superbike would "probably be around $50,000." The rest of the information will be released at the dealer show. All of the machinery, along with a possible Muzzy 600, will be available through participating Kawasaki dealers and built at Muzzy's shop in Bend, Oregon. Muzzy said there "may or may not be a Muzzy 600. That's merely a rumor. All the rest is fact. The (homologation) number for that is 400. I just happen to know that," Muzzy said with a smile. Because of World Superbike homologation requirements, Muzzy has to build 150 of the 750cc street bike version. He said that the number of race bikes he built would be determined by demand and he hoped to have an accurate gauge on it from the dealer show. There is a possibility that the team may debut the race-ready version of the machine at the final F-USA race at Daytona in late October. "At this point, we're considering running an actual motorcycle there," Muzzy said. "We have not made a final decision. I think it would be a great lead-in. It would be a great promotion to have the actual bike competing." Muzzy said that the F-USA machine would be cheaper than the AMA and WSB machines. "We want to keep the cost as low as we can and still be able to win the F-USA championship. We're eliminating the last little things that cost so much. The F-USA race version will be considerably cheaper than the Superbike version. It will be a reliable machine that's as cost-effective as we can make it and still win the championship."

Muzzy was coy about the **displacement** of the machine Chandler was riding, saying it was "somewhere between a 750 and 900." Muzzy also wouldn't say what the final specs on the machine would be and several of the privateer Kawasaki teams were convinced that the engine was fitted with gear-driven cams. From the rider's seat, Chandler could feel the difference. "When I come onto the front straight, I can't even pin it until I get into third gear," Chandler said. "This one seems to rev more. It's stronger at the bottom and there's more on top. At Daytona (in March) I raced 1100s and ran with them. Here we haven't come across any that we need to draft."

The debut of the machine went less well than hoped. On the seventh lap of the first leg, Chandler suffered an **ignition failure** going into turn one while comfortably in the lead. "It did the same thing all weekend," Muzzy Kawasaki's Gary Medley said. According to the Kawasaki stopwatches, Chandler turned a fast lap of 1:06.20 on the second lap of the race, then backed it up with a 1:06.53. It was the fastest that he had gone all weekend and over a second better than his qualifying time.

In addition to his F-USA duties, Muzzy Kawasaki's Doug Chandler also rode **Mike Smith's Kawasaki 600**, but only in practice. "We brought it to do some testing," Rob Muzzy said. "We wanted a second opinion and it was a good idea to let him ride it around, get feedback on what may or may not be its strengths and weak points." Chandler, who couldn't ever remember racing a 600 before, practiced the machine, but didn't race it, mostly due to a lack of track time. Though he had a lot of fun on the machine, there were too many problem areas which couldn't be fixed properly in time to compete.

Engine gremlins struck **Team Labelle** hard at Portland, the Honda CBR900-equipped team going through two motors each for riders Dave Sadowski and Chris Taylor. Sadowski said they'd had "every kind of problem you could think of. They can't hack it. We got a bunch of bad cranks. We went back to our basic setting without the stroked crank. It's pretty much like it was a year ago." Sadowski said he only got about 30 laps total of practice and most of those were not up to speed since he was breaking in motors. "I was doing eights (1:08s) this morning and Chandler was doing steady sevens (1:07s). The rest is up to me."

Team Labelle's **Mike Velasco** was up past three in the morning rebuilding the race motors. "We had to build four and a spare," Velasco said. "We actually broke all of our stroker cranks. At this point we don't know exactly why. We're going to get them analyzed to find out what the problem was." Velasco said that he had run the engines at both Elkhart Lake and Brainerd without any problems. "I'm sure we'll be ready for Pocono."

The People's Network's **Doug Polen** said that he would contest the final two rounds of the AMA Superbike Championship at Sears Point and Las Vegas, in addition to the Formula USA races at Pocono and Daytona. And when he returns to the AMA wars, he'll be better armed. At the recent Suzuka 8-Hour in Japan, Polen was able to procure a number of parts which he expects to significantly enhance the performance of his Suzuki GSXR750. "We got a whole box full of parts," Polen said of the shipment which recently arrived from Japan. Among the parts is a dry clutch, a close-ratio gearbox, with a selection of ratios for each gear, and the same Showa rear shock that he's been running on his factory Suzuki endurance machine.

Protests and accusations accompanied the **revised results** from the red-flag-interrupted first leg, mostly centering on whether a rider can change machines in the middle of the race. The Dutchman Racing Yamaha team of Dave Schlosser didn't think so, so they sent **Fritz Kling** back out on the FZR1000 which had caused the red flag when a radiator hose came off and sprayed the entrance to turn one with hot water, after Kling had talked with F-USA officials. Kling went back out on the same machine in the re-start of the first leg, the engine running without water, and nursed it to a 13th-place finish, never revving the engine beyond 9000 rpm, about 3000 fewer than normal. "I thought for sure it was going to blow. It was stinky. I didn't want it to blow up," Kling said. The rider who went down in Kling's water was **Dave Stanton**. The Suzuki rider switched to his Supersport machine for the second part of the first leg, but the laps which he completed on the spare bike were disallowed and he was credited with a 23rd-place finish. "Nowhere does it state in the rule book that you can't switch bikes," Stanton said. Because of that, his team filed a protest. "Basically, they (F-USA) screwed up and they're trying to cover their tracks," Stanton said. But maybe not. According to Formula USA Director of Competition Colin Fraser, no one from Stanton's team approached him during the red flag delay. As for changing bikes, Fraser said, "The rulebook does not cover this. It's open to interpretation." What decided the issue, according to Fraser, was the fact that the machine Stanton went back out on had never been through tech inspection, a simple, but very costly mistake for a veteran team. Because of that, Stanton was on a basically illegal machine and all of his effort in the first race was nullified. It was decided that, because he had filed a protest, punitive measures needed to be taken. The six laps which he completed in the first leg, which put him in 23rd place in the first revised provisional results, good for eight championship points, were taken away. He was removed from the results and gridded at the back of the field for the second leg.

The two $10,000 purses were fairly evenly distributed among the front runners with **Tray Batey** and Team Labelle's **Dave Sadowski** the winners. Each carded a second- and third-place finish which added up to $2700 in winnings. Dutchman Racing's **Fritz Kling**, the second leg winner, earned nearly as much, $2500 for the win and another $125 for circulating around in 13th in the first leg with an overheating engine. His take of $2625 was $25 better than first-race winner **Doug Polen**, of The People's Network, who earned $2500 for the win and another $100 for his second-leg 20th.

Defending F-USA Champion **Chris Taylor** had a very rough day at Portland. Taylor high-sided on the 10th lap of the first leg while running near the front of the field. "Too much throttle," Taylor said. He dropped out on the third lap of the second leg when a cap on one of the fork legs came off and sprayed him with oil.

From the **Department of Irony**: Neither of the Sunoco Race Fuels Formula USA race winners at the Dunlop Motorcycle Festival of Speed was mounted on Dunlop tires. First-leg winner Doug Polen rode on Bridgestones and Fritz Kling used Michelins in the second leg. It also was the first meet where the same rider didn't win both legs. Rich Oliver won both legs at the season-opener at Willow Springs, Doug Chandler won twice at Daytona, Fritz Kling doubled in Atlanta and Dave Sadowski won each leg at both Brainerd and Elkhart Lake.

Round 6: Portland International Raceway

Portland International Raceway
Portland, Oregon
Results: August 11, 1996 (Round 6 of 9)

FORMULA USA QUALIFYING: 1. Doug Polen (1:07.289); 2. Doug Chandler (1:07.321); 3. Tray Batey (1:07.981); 4. Glenn Szarek (1:08.057); 5. Chris Taylor (1:08.081); 6. Jason Fraser (1:08.128); 7. Fritz Kling (1:08.165); 8. Dave Sadowski (1:08.500); 9. Dave Stanton (1:08.788); 10. Jimmy Moore (1:09.213); 11. Joe Pittman (1:09.614); 12. Chuck Graves (1:10.034); 13. Andy Deatherage (1:10.144); 14. Mark Miller (1:10.436); 15. James Randolph (1:10.554); 16. Chris Voelker (1:10.636); 17. Scott Zampach (1:10.742); 18. Michael Fitzpatrick (1:10.842); 19. Jeff Stern (1:11.428); 20. Hikaru Miyagi (1:11.857); 21. Joey Arm (1:13.250); 22. Joe Cubbage (1:13.574); 23. Benjamin Welch (1:14.263); 24. James Martin (1:14.500); 25. Colin Jensen (1:14.679); 26. Tripp Nobles (1:15.036); 27. Bob Siebenhaar (1:15.478); 28. Dave McGrath (1:15.818); 29. James Hanrahan (1:15.987); 30. Shawn Conrad (1:16.509); 31. Micahel Cage (1:16.594); 32. Michael Sidwell (1:19.204); 33. Sean Sidwell (1:20.822); 34. Chris Kihlstadius (1:32.832).

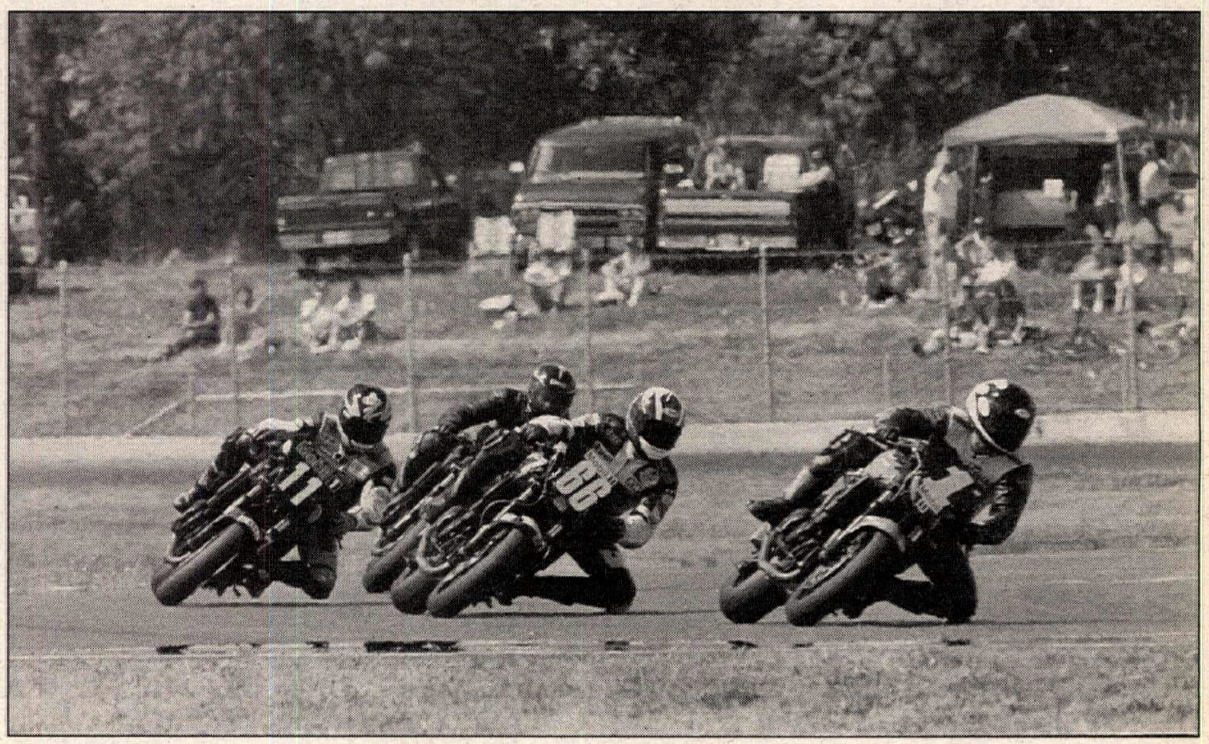
FORMULA USA RACE ONE: 1. Doug Polen (Suz); 2. Tray Batey (Suz); 3. Dave Sadowski (Hon); 4. Joe Pittman (Kaw); 5. Chuck Graves (Suz); 6. Andy Deatherage (Kaw); 7. Michael Fitzpatrick (Kaw); 8. Mark Miller (Suz); 9. James Randolph (Suz); 10. Scott Zampach (Tri); 11. Glenn Szarek (Suz); 12. Jeff Stern (Kaw); 13. Fritz Kling (Yam); 14. James Martin (Yam); 15. Joe Cubbage (Yam); 16. Colin Jensen (Duc); 17. Jason Fraser (Hon); 18. Bob Siebenhaar (Hon); 19. Joey Arm (Suz); 20. Chris Taylor (Hon); 21. Hikaru Miyagi (Yam); 22. Chris Voelker (Hon); 23. David Stanton (Suz); 24. Doug Chandler (Kaw); 25. Jimmy Moore.
Time: None due to red flag.
Distance: 13 laps, 23.4 miles.
Average speed: None due to red flag.
Margin of victory: None due to red flag.

FORMULA USA RACE TWO: 1. Fritz Kling (Yam); 2. Dave Sadowski (Hon); 3. Tray Batey (Suz); 4. David Stanton (Suz); 5. Scott Zampach (Tri); 6. James Randolph (Suz); 7. Andy Deatherage (Kaw); 8. Mark Miller (Suz); 9. Michael Fitzpatrick (Kaw); 10. Hikaru Miyagi (Yam); 11. Jeff Stern (Kaw); 12. Chris Voelker (Hon); 13. Joey Arm (Suz); 14. James Martin (Yam); 15. Joe Cubbage (Yam); 16. Joe Pittman (Kaw); 17. Colin Jensen (Duc); 18. Bob Siebehnaar (Hon); 19. Chuck Graves (Suz); 20. Doug Polen (Suz); 21. Glenn Szarek (Suz); 22. Jimmy Moore (Kaw); 23. Chris Taylor (Hon).
Time: 15 min., 1.202 sec.
Distance: 13 laps,
Average Speed: 99.447 mph.
Margin of Victory: 0.047 secs.

SUNOCO RACE FUELS FORMULA USA C'SHIP SERIES POINT STANDINGS (After 12 of 18 races): 1. Tray Batey (340); 2. Fritz Kling (319/3); 3. David Sadowski (313/4); 4. David Stanton (300); 5. Chuck Graves (274); 6. Scott Zampach (234); 7. Jeffrey Stern (214); 8. Andy Deatherage (180); 9. Chris Taylor (174); 10. Doug Polen (159/1); 11. Curtis Adams (148); 12. Michael Fitzpatrick (146); 13. Glenn Szarek (138); 14. Joe Pittman (135); 15. Mark Miller (106); 16. Michael Barnes (102); 17. (TIE) Ray Yoder/Tripp Nobles (95); 19. Jason Fraser (94); 20. Brett Metzger (89).

Upcoming Rounds:
Round 7 - Pocono, Pennsylvania, September 1
Round 8 - Loudon, New Hampshire, October 6

(Left) Shawn Roberti put his years of experience at Portland International Raceway to good use as he walked away from the EBC Brakes Sportbike field.



(Right) Tripp Nobles (1) took a hard-fought victory in the Mobil 1 Triumph Speed Triple Challenge. Dave McGrath (66), second-place finisher Scott Zampach (11) and third-placed Shawn Conrad (partially hidden) give chase. McGrath ran third until a late-race crash.

EBC Brakes Sportbike
Round 5: Portland International Raceway

Roberti's swan song

By Henny Ray Abrams

PORTLAND, OR, AUG. 11

Hometown hero Shawn Roberti ran away from the 23-rider EBC Brakes Sportbike field, easily winning the race on a track he said he had been around probably "400,000 times." From the flash of the green, Portland's Roberti turned his green Kawasaki ZX-6 into a ghost, disappearing at a comfortable clip and never in danger of doing anything but winning at Portland International Raceway.

"I've been racing here 11 years," Roberti, who said he would retire after this season, said. "I might be old, but I can still get it on."

There would be no argument from fellow Oregonian Jimmy Moore. The Honda F3-mounted Eugene resident jumped straight into second, but was never able to draw Roberti in. His competition would come from behind, Bandit International's Matt Wait making up for a somewhat lackluster start before carving his way through the pack.

Ending the first lap, Wait was in sixth, then fourth a lap later, but with some distance on the battle for second. At the time that battle was being waged between Moore and series points leader Reuben Frankenfield, the latter aboard the Greenwood Motorsports Kawasaki. Those two were able to clear away from the pack and it wasn't until the sixth of 13 laps that Wait could draw a bead on the pair.

Wait was by Frankenfield going into turn seven and then set out for Moore. But third was as far as he would get. No amount of prodding could dislodge Moore from his spot and Wait was a shadow third to Moore at the flag. Roberti had already crossed the line 2.91 seconds in front of Moore to notch his first EBC Brakes Sport Bike win.

Frankenfield was well alone in fourth, and he motored to a solid fourth, extending his points lead.

After five of eight races, Frankenfield leads Jim Lester, seventh today, 131 to 102. Wait moved into a third place tie with Steve Johnson, who finished in 12th place today, with both holding 97 points.

Behind Frankenfield there were a number of two-rider spats. The one over fifth was between two Northwesterners, Kirkland, Washington's Jason Fraser and Medford, Oregon's David Cook. Though Cook kept his Beaverton Honda close most of the race, Fraser urged his J&R Rentals Kawasaki away from Cook on the final lap.

Behind them, Jim Lester and Kevin Rentzell ran together from about midrace on, contesting seventh. Lester was able to hold a very tenuous lead right up to the penultimate lap when Rentzell slipped by. The Georgian held the spot again on the final lap, but was run down by Lester at the flag and had to settle for eighth.

Portland International Raceway
Portland, Oregon
Results: August 11, 1996 (Round 5 of 8)

EBC BRAKES SPORTBIKE: 1. Shawn Roberti (Kaw); 2. Jimmy Moore (Hon); 3. Matt Wait (Hon); 4. Reuben Frankenfield (Kaw); 5. Jason Fraser (Kaw); 6. David Cook (Hon); 7. Jim Lester (Hon); 8. Kevin Rentzell (Kaw); 9. Eric Schnackenberg (Hon); 10. Bradley Zajic (Kaw); 11. Rob Carpenter (Kaw); 12. Steve Johnson (Hon); 13. Don Canet (Bue); 14. John Scheehser (Hon); 15. Shawn Conrad (Tri); 16. Dave Estok (Bue); 17. Colin Pope (Hon); 18. Jason Farrow (Suz); 19. Joe Zueger (Suz); 20. Dan Lippis (Hon); 21. Alan Schmidt (Kaw); 22. Scott Moon (Bue); 23. Tripp Nobles (Bue).
Time: 15 min., 34.723 sec.
Distance: 13 laps, 23.4 miles.
Average Speed: 95.881 mph.
Margin of Victory: 2.910 sec.

EBC BRAKES SPORTBIKE C'SHIP POINT STANDINGS (After 5 of 8 rounds): 1.Reuben Frankenfield (131/1 win); 2. Jim Lester (102); 3. (TIE) Matt Wait/Steve Johnson (97); 5. Rick Kirk (86); 6. Shawn Conrad (81/1); 7. Bradley Zajic (74); 8. John Scheehser (68); 9. Charles Chouinard (67); 10. (TIE) Dan Fischer/Matthew Winnacker (53); 12. (TIE) Brian Livengood/Kevin Rentzell (48); 14. Jeff Williams (47); 15. John Staska (37); 16. (TIE) Yves Briguet/Shawn Roberti (35/1); 18. Chris Bliss (33); 19. Don Munroe/Jimmy Moore (32).

Upcoming Rounds:
Round 6 - Pocono, Pennsylvania, September 1
Round 7 - Loudon, New Hampshire, October 6

Mobil 1 Triumph Speed Triumph Challenge Series
Round 6: Portland International Raceway

Nobles again

By Henny Ray Abrams

PORTLAND, OR, AUG. 11

Tripp Nobles came out on top of a furious four-rider battle, taking the lead on the final lap to win his second consecutive Mobil 1 Triumph Speed Triple Challenge round in a race that was decided at the finish line of Portland International Raceway.

Four different riders led the 13-lap, 23.4-mile race, circulating most of the race as one, but it was Nobles who led the final lap, besting Scott Zampach by 0.115 second in a furious final-lap sprint.

"I tried to make a break but that didn't work. So I kind of hung back and let the race progress and I knew that due to this heat out here today that the tires were going to play a key factor," Nobles, who was aboard the Butch Donahue-sponsored Triumph, said.

He was right.

Low Country Triumph's David McGrath, who had taken over the lead

on the ninth lap, lost the front end in the first turn on the final lap and low-sided on the exit, leaving it up to the lead three to battle it out.

"At the halfway flag I put my head down and tried to make a break," McGrath, who did gain an edge at one point, though not a significant one, said. "I had a hairy slide and then they caught me. We all went three abreast into (turn) one. I got through turn one and one-A clean and confident and then it kind of caught me out. It slipped and I couldn't save it."

"As hot as it was, it looked like he was getting away but I just didn't see that bike going that fast for that many laps - and it looked like it just snuck up and bit him," Nobles said. Though he was in second place when McGrath fell, the victory was in no way guaranteed. What was on his side was that he wasn't in the championship chase and Zampach was, and that allowed the "Z-Man" the luxury of not having to take any unnecessary risks.

"I'm really concentrating on the championship," Zampach said after his second second-place finish in a row. "I put in a strong effort in the first half of the season and won three events. I'm running up front, but I know points are where it's at for me. I wanted to win real well, but I sure didn't want to take out my buddy Tripp on the last lap."

What caused Zampach even more concern was a dodgy front end.

"The Triumphs work terrific but they get a little front end chatter going. A couple of times I chattered the front and almost fell," HMC Hansen Racing's Zampach said. "McGrath went into two and lost the front and it spooked me a little."

It may have, but not enough to make Zampach cede second place to the charging Shawn Conrad.

Conrad had led the race for the first three laps before dropping to second, then settling into fourth on the fifth lap. At times he looked like he was losing touch with the leaders, but he always managed to catch back up with them and did so right up to the final lap when McGrath's spill put him on the podium.

"McGrath made a mistake around that corner and gave me a gift. I've given away a few of those gifts myself," Hansen Motorcycles' Conrad said. "When I was just riding up front with these guys, I noticed I was riding a lot better, a lot more mature. I thought I'd just sit back after I lost the lead and see what developed and if I got an opportunity to take advantage of it... I wanted to stay back and conserve my tires and let everything pan out and smooth out. On the same token, I'd catch them going in (turn) one, but they were jockeying for postion and I was getting caught in the wrong place so I'd stay behind them. I tried showing Tripp a wheel a couple of times and he'd close the door on me in the back section and the guys were a lot faster than me on the back straight and that last turn."

With two races to go, Zampach remains in the lead, holding a 23-point lead, 192-169, on James Hanrahan, ninth today.

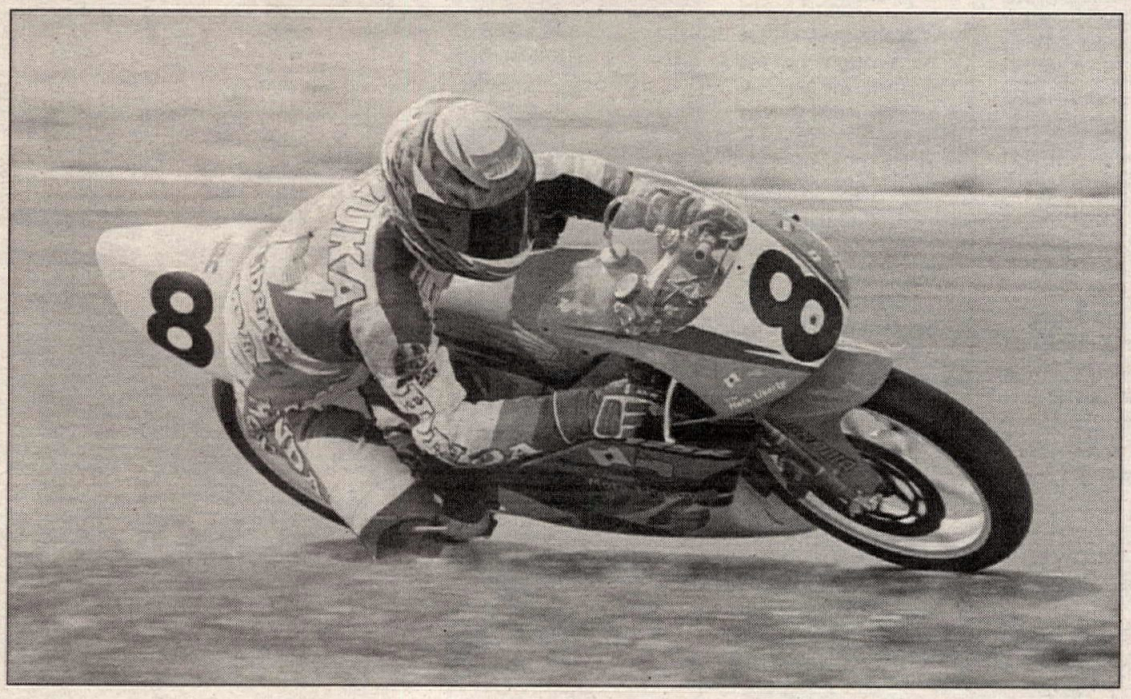
Behind the lead trio was a very processional race with only four other finishers, Enfield Motorsports John Scheehser finishing fourth.

Portland International Raceway
Portland, Oregon
Results: August 11, 1996 (Round 6 of 9)

MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE: 1. Tripp Nobles, 2. Scott Zampach; 3. Shawn Conrad; 4. John Scheehser; 5. Michael Fitzpatrick; 6. Benjamin Welch; 7. Michael Gage; 8. David McGrath; 9. James Hanrahan.
Time: 16 min., 22.094 sec.
Distance: 13 laps, 23.4 miles.
Average Speed: 91.256 mph.
Margin of Victory: 0.115 sec.
MOBIL 1 TRIUMPH SPEED TRIPLE CHALLENGE C'SHIP SERIES POINT STANDINGS (After 6 of 9 rounds): 1. Scott Zampach (192/3 wins); 2. James Hanrahan (169/1); 3. Michael Fitzpatrick (147); 4. David McGrath (145); 5. John Scheehser (144); 6. Shawn Conrad (141); 7. Tripp Nobles (134/2); 8. Benjamin Welch (127); 9. Rick Kirk (116); 10. Michael Gage (96); 11. Thomas Murray (86); 12. William White (84); 13. Devin Battley (68); 14. Ty Howard (64); 15. Ray Hixon (39); 16. Thomas Fournier (37); 17. Blaine Paulus (33); 18. (TIE) Rick Shaw/David Hull/Adam Lewis (32).

Upcoming Rounds:
Round 7 - Pocono, Pennsylvania, September 1
Round 8 - Loudon, New Hampshire, October 6

Round 6: Portland International Raceway



(Right) Matt Wait (95), won the TwinSports race by less than a second in front of Ben Bostrom (8) and Dave Estok (12). It was Wait's fourth victory of the season. (Below) Masahiro Iizuka rode to another 125 GP victory, though this time the margin of victory was under a half-second.

NASB Harley-Davidson TwinSports Series
Round 5: Portland International Raceway

Four in a row for Wait

By Henny Ray Abrams

PORTLAND, OR, AUG. 11

Mitchell's Modesto's H-D's Matt Wait reluctantly led the last lap of the Harley-Davidson TwinSports race, when neither Bartels' H-D's Dave Estok or Ben Bostrom would pass him. It wasn't an enviable spot to be in, not with the finish line at Portland International Raceway well down the long dragstrip front stretch. But Wait upped the pace in the final corners and outsprinted his challengers to the flag, notching his fourth win in five tries, this one by a scant 0.790 second.

"They were right on my tail going down the back straightaway but in the last two turns I just wicked it up a lot and got that little gap that I needed so that they couldn't draft me at the finish," Wait, who recently turned 20, said. "It worked great."

"I wish they moved the finish line a little farther down," Bostrom said after losing out on second place to Estok.

Up until the final lap, it was anyone's race. Though Wait was at the front coming onto the front straight for the final five of nine laps, the lead swapped a couple of times each lap, both Bostrom and Estok taking turns at the front. But on the drive down the arcing back straight, it was always Wait last on the brakes and first into the final left and long, looping right onto the front straight. To win the race meant getting through there as cleanly as possible, hard on the gas, out to the wall, and even that was no guarantee - not with the finish line so far away.

"I wanted to be third and get the double draft on the last lap. We were all about half-throttle on the last lap," Wait said. "I was saying, 'Come on guys, pass me,' but they wouldn't. They didn't want to pass me so I gassed it up at the end."

What Wait also said helped him was that in the race prior to the Harley race, EBC Brakes Sportbike, Wait was able to get up to speed on his Honda CBR600 (He finished third). "It helped me out because after I got off the 600 - we're going 30-40 mph faster on the 600. So when I hop on the 883 I'm 30-40 mph slower and I'm that much more comfortable, I'm right up to speed, whereas they're riding the bike as fast as they can," Wait said.

With the win, Wait solidifies his hold on second place in the point standings, and gives championship leader Scott Zampach of Hansen Motorcycles something to think about. With two races to go, Wait trails Zampach by five points, 140-145.

Zampach finished fourth today in the very sparse field of eight riders, dropping back from the lead trio on the second lap and holding his own without effort.

Behind him came Hal's H-D's Todd Evans, he, too, taking his spot in the procession on the second lap and never challenged.

In fact, the only drama behind the leaders came on the second lap when Hal's H-D's Brian Gibbs crashed out of fourth place in the final turn.

Portland International Raceway
Portland, Oregon
Results: August 11, 1996 (Round 5 of 7)

HARLEY-DAVIDSON TWINSPORTS: 1. Matt Wait; 2. Dave Estok; 3. Ben Bostrom; 4. Scott Zampach; 5. Todd Evans; 6. Brian Bodine; 7. Mike Wassemiller; 8. Brian Gibbs.
Time: 11 min., 56.690 sec.
Distance: 9 laps, 16.2 miles.
Average Speed: 86.573 mph.
Margin of Victory: 0.790 sec.
HARLEY-DAVIDSON TWINSPORTS C'SHIP POINT STANDINGS (After 5 of 7 rounds): 1. Scott Zampach (145/1 win); 2. Matt Wait (140/4); 3. (TIE) Ben Bostrom/Todd Evans (118); 5. Brian Gibbs (106); 6. Brian Bodine (102); 7. Dave Estok (92); 8. Brian Conley (74); 9. (TIE) Michael Friberg, Elmhurst, Ill./Randy Texter (66); 11. Roger Hendricks (65); 12. Tripp Nobles (57); 13. Ron McGill (50); 14. Hikaru Miyagi (45); 15. Devin Battley (42); 16. Tim Johnson (40); 17. Darvin Loyd (33); 18. Daigaro Suzuki (29); 19. (TIE) Robbie Hermans/Eric Bostrom (28).

Upcoming Rounds:
Round 6 - Pocono, Pennsylvania, September 1
Round 7 - Loudon, New Hampshire, October 6

International GP Series by Idemitsu and HRC
Round 6: Portland International Raceway

Iizuka rolls on

By Henny Ray Abrams

PORTLAND, OR, AUG. 11

Moto Liberty Honda's Masahiro Iizuka won his fourth race in a row, though this one wasn't as easy as most. He had to battle with both a slipping clutch and Oregonian Nobi Iso to win the International GP by Idemitsu and HRC at Portland International Raceway, and even then, not by much.

It wasn't a shock when Iizuka bolted into the lead. What was surprising was how Iso stuck to him. The Honda-mounted riders left the battle for third and ran in tandem for the entire race, with Iizuka never gaining more than a few lengths at a time and Iso riding hard to hang tight. In fact, he was riding so hard, that he nearly came off more than once.

"Three or four times I almost crashed, but I am happy to have finished in second," Iso, who has been racing at Portland for six years, said.

At the finish line, it was Iizuka by 0.340 second and all of that was gained on the final lap, much of it as they began the right-left combination onto the back straight. That was where Iso was having trouble hooking up, and the Honda skipped to the left when he got on the gas and caused him to back out of the throttle. When he did it on the final lap, it virtually killed any chance he had of making a draft-pass on Iizuka on the back straight and hurt his position entering the long front straight.

"My clutch was slipping, but I am very happy with the win," Iizuka said after extending his championship points lead.

After six of nine races, Iizuka leads Vicky Jackson-Bell 197-166. Jackson-Bell was fourth today after a long and spirited battle with Marcello del Giudice.

The pair settled in behind the leaders, not able to match the top two's early pace. Del Giudice took over third on the fifth of nine laps and eased away to where he was a comfortable third at the finish.

"I wish we could have all stayed together," del Giudice lamented. Still, his third-place finish moved him up to third in the point standings.

Portland's own Richard Matthews finished fifth, the Honda rider well alone for nearly the entire race and in no position to put heat on Jackson-Bell. Matthews was followed by Lu Lacourte and Bruce Lind.CN

Portland International Raceway
Portland, Oregon
Results: August 11, 1996 (Round 6 of 9)

INTERNATIONAL GP BY IDEMITSU AND HRC: 1. Masahiro Iizuka (Hon); 2. Nobi Iso (Hon); 3. Marcello del Giudice (Hon); 4. Vicky Jackson-Bell (Hon); 5. Richard Matthews (Hon); 6. Lu Lacourte (Hon); 7. Bruce Lind (Yam); 8. Mike Bell (Hon); 9. Stephen Rezmer (Hon); 10. Stephen John (Hon); 11. Graham Buck (Hon); 12. Jason Black (Hon).
Time: 11 min., 35.380 sec.
Distance: 9 laps, 16.2 miles.
Average Speed: 89.226 mph.
Margin of Victory: 0.340 sec.
INTERNATIONAL GP BY IDEMITSU AND HRC C'SHIP POINT STANDINGS (After 6 of 9 rounds): 1. Masahiro Iizuka (197/4 wins); 2. Vicky Jackson-Bell (166); 3. Marcello Del Giudice (97/1); 4. Frank Pate (95); 5. Stephen Rezmer (94); 6. Jeffrey Young (81); 7. Todd Nordby (80); 8. Chris Ulrich (77); 9. Nobi Iso (73); 10. Todd Bowman (51); 11. (TIE) David Jordan/Lu LaCourte (49); 13. Roland Sands (48); 14. Clayton Kwitowski (47); 15. Aaron Stein (45); 16. Lance Yeager (44); 17. Jason Lanigan (43); 18. Joji Tokumoto (42); 19. John Ulrich (40); 20. Mark Brown (39).

Upcoming Rounds:
Round 7 - Pocono, Pennsylvania, September 1
Round 8- Loudon, New Hampshire, October 6

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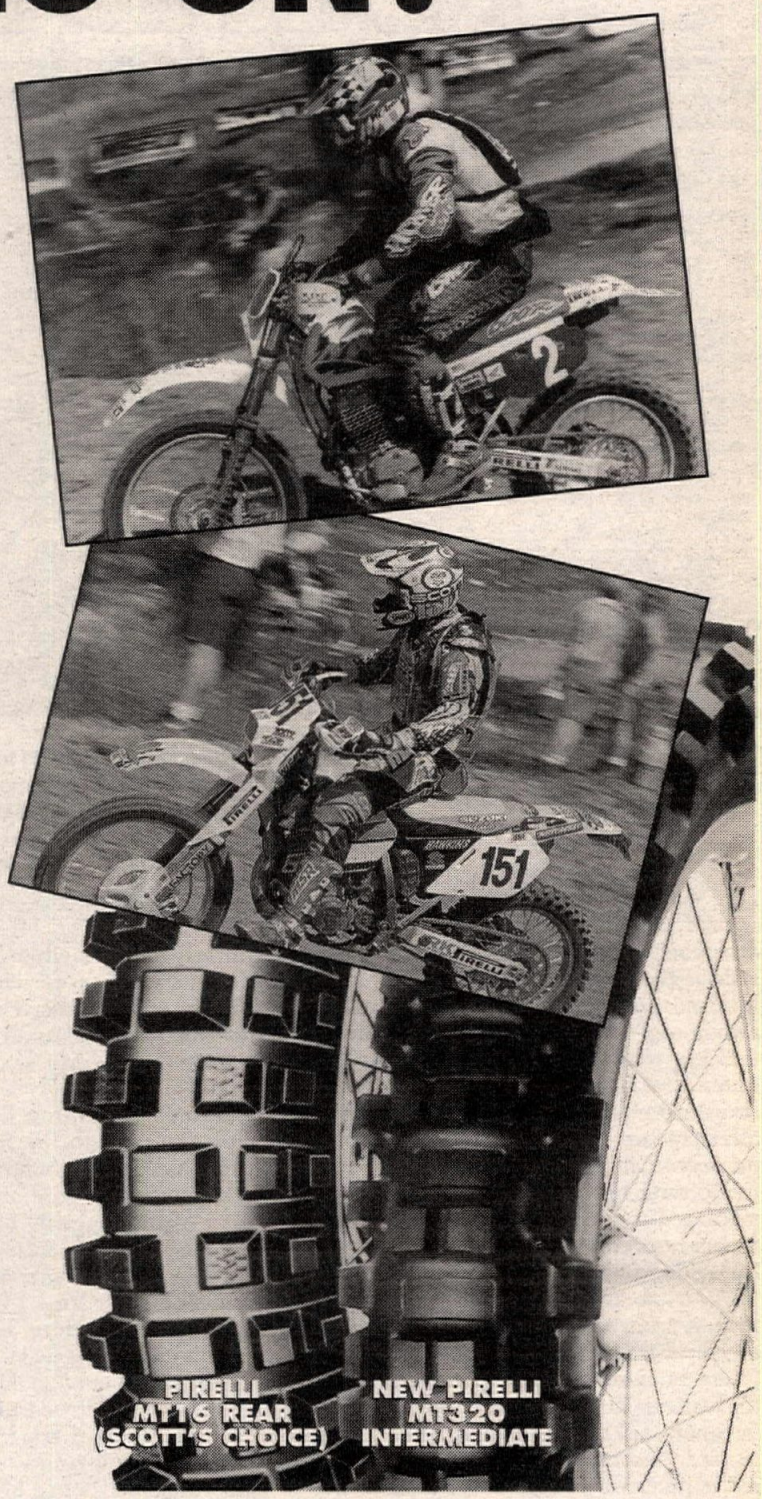

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Round 9: Belgian GP

King of the Citadel

(Left) Jacky Martens (5) took the first-moto victory over Shayne King (9). Ultimately King took the overall with a moto-two win, thus extending his lead in the championship. Martens finished second overall.

By Alex Hodgkinson

NAMUR, BELGIUM, AUG. 4

Shayne King took a monumental step toward giving the Austrian KTM factory its first World Championship 500cc Motocross title when he scored his sixth Grand Prix win of the season to extend his points lead to 26 with only three rounds remaining. The New Zealander's latest success was a humiliating defeat for defending champion Joel Smets, who could do no better than fourth overall after crashes during both motos at the infamous Citadel track at Namur.

Coming to his home Grand Prix 13 points down in the championship, Smets needed to win. He got a dream start, rounding the first turn clear of the pack, while points leader King tried to recover from a slow launch by dumping a host of riders on the deck - including Johan Boonen - to set off in pursuit of the leaders. King was running fifth.

Smets had already established a four-second lead on the first lap, but could never pull away. "There was a problem with my front forks," Smets said. "I was just doing enough to stay in front, but 20 minutes from the end I lost control on the main climb and went through the tapes." By the time he rejoined the race, Smets was a distant fourth.

While Smets was leading, his first challenger had been Johansson, but a mistake in the woods section dropped him off the leader's pace. "I was pulling Smets back," Johansson said, "but then I missed a berm in the woods on the third lap and crashed." Johansson would finish third.

Lacher inherited second as a result of Johansson's off-course run, but had been sick since Ireland and had a tough time even riding at a race pace. "I have an infection in my stomach," Lacher said. "It got so bad on Thursday that I had to go to the hospital to have my stomach pumped. When I am riding alone, it is not so bad, but I am on the point of throwing up when I am in the pack." He slipped gradually back to sixth.

The first man past the fading Lacher was Jacky Martens, who then found himself leading when Smets crashed. Martens went on to win the first moto for a second successive round. "Getting a decent start makes all the difference," Martens said. "My season has finally turned around."

The ex-champion had been under pressure right to the finish, however, from Shayne King, who had worked his way right to the front of the pack. "Four times I got alongside him up the main hill, but Jacky was riding the inside line and I had to give way at the top," King said. "The last time I might have just squeezed across him, but the risk of a collision was too great - 17 points to the 13 of Joel was enough. He's 17 back now and must be really starting to panic!"

After his poor start, Shayne's elder brother Darryll could only blame himself for not getting better than fifth place. "I wheelied out of the gate so I could be pretty happy that I was 10th leaving the Esplanade," Darryll said.

The cards were stacked against Smets from the start of race two. A poor start left him struggling in the pack and a collision in the first turn damaged the front brake. Running 10th leaving the Esplanade, he was up to sixth at the end of the lap but crashed down to 18th on lap two. "I knew King was in front and had to try to move up quickly, but I went too hard into a turn and couldn't stop without the front brake," Smets said.

A slow recovery finally came to life in the final laps as he reeled in the Sarholz Hondas of Lacher and Gert Van Doorn to take fifth, but even a desperately tired Martens could defend a 15-second gap in the final two laps.

King, meanwhile, was coasting after a first-lap pass on holeshot man Johansson. "He got me at the table top," Johansson said. "He was jumping it and I wasn't."

Having experienced firsthand the difficulty in passing on the narrow, tree-lined track, King was well aware that he could easily defend even a relatively small lead - and he did. "I just went as fast as I needed to without taking risks," said Shayne. "I could check out my lead on Peter every lap as we rode the loops on the Esplanade and the crowd would soon have told me if he had closed in the woods."

Boonen passed Martens for third mid-race as the Huskys finished 2-3-4.

Feeling sick from half distance again, Lacher had a lonely ride a few seconds behind teammate Van Doorn, while Darryll King was a disappointed 17th. "I was nearly last after stalling at the third turn," Darryll said, "then I had two more crashes, including one where I hit a tree wide open."

Belgian 500 GP
Namur, Belgium
Results: August 4, 1996 (Round 9 of 12)

MOTO 1: 1. Jacky Martens (Hus); 2. Shayne King (KTM); 3. Peter Johansson (Hus); 4. Joel Smets (Hbg); 5. Darryll King (Hon); 6. Dietmar Lacher (Hon); 7. Franco Rossi (KTM); 8. Gert Jan Van Doorn (Hon); 9. Bernd Eckenbach (Kaw); 10. Erwin Machtlinger (Hon); 11. Danny Theybers (Hon); 12. Jason Higgs (Hon); 13. Gerald Delepine (Hon); 14. Chris Burnham (Hon); 15. James Marsh (KTM).

MOTO 2: 1. Shayne King (KTM); 2. Peter Johansson (Hus); 3. Johan Boonen (Hus); 4. Jacky Martens (Hus); 5. Joel Smets (Hbg); 6. Gert Jan Van Doorn (Hon); 7. Dietmar Lacher (Hon); 8. James Marsh (KTM); 9. Danny Theybers (Hon); 10. Chris Burnham (Hon); 11. Peter Dirkx (KTM); 12. Erwin Machtlinger (Hon); 13. Franco Rossi (KTM); 14. Chris Jacobs (Hon); 15. Ronny Weustenraed (Hon).

O/A: 1. Shayne King (KTM); 2. Jacky Martens (Hus); 3. Peter Johansson (Hus); 4. Joel Smets (Hbg); 5. Dietmar Lacher (Hon); 6. Gert Jan Van Doorn (Hon); 7. Johan Boonen (Hus); 8. Franco Rossi (KTM); 9. Danny Theybers (Hon); 10. Darryll King (Hon).

WORLD C'SHIP 500cc MX SERIES POINT STANDINGS (After 9 of 12 rounds): 1. Shayne King (268/6 wins); 2. Joel Smets (242/1); 3. Peter Johansson (184); 4. Dietmar Lacher (182); 5. Darryll King (151/1); 6. Gert Jan Van Doorn (144); 7. Jacky Martens (122); 8. Danny Theybers (119); 9. Rupert Walkner (117); 10. Johan Boonen (66); 11. Franco Rossi (60); 12. Bernd Eckenbach (58); 13. Erwin Machtlinger (56); 14. Mikel Caprani (55); 15. Attilio Pignotti (50); 16. Chris Burnham (46); 17. Ronny Weustenraed (45); 18. Peter Dirkx (41); 19. Leon Giesbers (40/1); 20. Dirk Geukens (39).

Upcoming Rounds:
Round 10 - Reil, Germany, August 11
Round 11 - Saxtorp, Sweden, August 25

World Championship 250cc MX Series Update
Rounds 9/10/11 - Brazilian, San Marino & French GPs

Anyone's guess

The World Championship 250cc series has been thrown wide open as Marnicq Bervoets, with a once seemingly impregnable lead, took just 20 points from the 10th and 11th rounds of the series in San Marino and France.

Racing was delayed by nearly three hours in San Marino after a midday thunderstorm made racing impossible. Bervoets could not better 18th in the first moto after three crashes, while a week later he was disqualified from eighth in the second moto of the French GP for alleged outside assistance.

The Suzuki teamster, having been restricted to his second consecutive sixth place in the first moto, crashed into the crowd, and both Stefan Everts and Tallon Vohland protested that he was aided by spectators in regaining the track. Their protests were upheld, though Bervoets has a month to appeal to the same FIM Disciplinary Court which will hear Everts' appeal against his exclusion for an infringement of the fuel regulations in England.

After double victories in Brazil and France, plus a 28-point haul in San Marino, where the Yamaha duo of Yves Demaria and Andrea Bartolini dominated the mud race, Everts is 45 points behind Bervoets with two GPs remaining, but would trail by just one if his British GP points are reinstated.

Vohland, meanwhile, has continued to be consistent and trails Bervoets by 22 with none of his points in doubt. Crashes cost him dearly in San Marino after the American had been the only rider capable of running with the Yamahas.

In San Marino, Remy Van Rees was allowed to head his team leader home by a single place, while in France Bolley and Tortelli took six points from their team leader even though none of them was involved in tight finishes, which could have let others through.

Eight-liter champ Sebastien Tortelli charged quickly from seventh to third in the first moto before crashing, but took a solid third in race two on his 250cc Grand Prix debut as a wild card entry.

Brazilian 250 GP
Belo Horizonte, Brazil
Results: July 14, 1996 (Round 9 of 13)

MOTO 1: 1. Stefan Everts (Hon); 2. Tallon Vohland (Kaw); 3. Marnicq Bervoets (Suz); 4. Yves Demaria (Yam); 5. Pit Beirer (Hon); 6. Andrea Bartolini (Yam); 7. Jocke Karlsson (Hon); 8. Rob Herring (Hon); 9. Frederic Bolley (Kaw); 10. Werner Dewit (Suz); 11. Pedro Tragter (Suz); 12. Peter Iven (Kaw); 13. Luis Serra (Hon); 14. Rafael Ferreira (Suz); 15. Adrian Robert (Kaw).

MOTO 2: 1. Stefan Everts (Hon); 2. Tallon Vohland (Kaw); 3. Marnicq Bervoets (Suz); 4. Jocke Karlsson (Hon); 5. Frederic Bolley (Kaw); 6. Pit Beirer (Hon); 7. Sandro Puzar (Hon); 8. Andrea Bartolini (Yam); 9. Werner Dewit (Suz); 10. Yves Demaria (Yam); 11. Pedro Tragter (Suz); 12. Rob Herring (Hon); 13. Peter Iven (Kaw); 14. Adrian Robert (Kaw); 15. Milton Becker (Hon).

O/A: 1. Stefan Everts (Hon); 2. Tallon Vohland (Kaw); 3. Marnicq Bervoets (Suz); 4. Jocke Karlsson (Hon); 5. Pit Beirer (Hon); 6. Yves Demaria (Yam); 7. Frederic Bolley (Kaw); 8. Andrea Bartolini (Yam); 9. Werner Dewit (Suz); 10. Rob Herring (Hon).

San Marino 250 GP
Baldasserona, San Marino
Results: July 28, 1996 (Round 10 of 13)

MOTO 1: 1. Andrea Bartolini (Yam); 2. Yves Demaria (Yam); 3. Rob Herring (Hon); 4. Stefan Everts (Hon); 5. Remy Van Rees (Kaw); 6. Tallon Vohland (Kaw); 7. Frederic Bolley (Kaw); 8. Jocke Karlsson (Hon); 9. Mark Eastwood (Hon); 10. Peter Iven (Kaw); 11. Werner Dewit (Suz); 12. Jaimy Scevenels (Hon); 13. Sandro Puzar (Hon); 14. Bader Manneh (Hon); 15. Justin Morris (Hon).

MOTO 2: 1. Yves Demaria (Yam); 2. Andrea Bartolini (Yam); 3. Stefan Everts (Hon); 4. Tallon Vohland (Kaw); 5. Frederic Bolley (Kaw); 6. Marnicq Bervoets (Suz); 7. Sandro Puzar (Hon); 8. Peter Iven (Kaw); 9. Remy Van Rees (Kaw); 10. Michele Monti (Hon); 11. Rob Herring (Hon); 12. Josh Coppins (Suz); 13. Cedric Melotte (Suz); 14. Paul Cooper (Kaw); 15. Mark Eastwood (Hon).

O/A: 1. Yves Demaria (Yam); 2. Andrea Bartolini (Yam); 3. Stefan Everts (Hon); 4. Tallon Vohland (Kaw); 5. Rob Herring (Hon); 6. Frederic Bolley (Kaw); 7. Remy Van Rees (Kaw); 8. Peter Iven (Kaw); 9. Sandro Puzar (Hon); 10. Marnicq Bervoets (Suz).

French 250 GP
Iffendic, France
Results: August 4, 1996 (Round 11 of 13)

MOTO 1: 1. Stefan Everts (Hon); 2. Yves Demaria (Yam); 3. Frederic Bolley (Kaw); 4. Tallon Vohland (Kaw); 5. Remy Van Rees (Kaw); 6. Marnicq Bervoets (Suz); 7. Rob Herring (Hon); 8. Sandro Puzar (Hon); 9. Pedro Tragter (Suz); 10. Bader Manneh (Hon); 11. Leon Giesbers (KTM); 12. Jaimy Scevenels (Hon); 13. Mark Eastwood (Hon); 14. Daniel Obelisco (Hon); 15. Justin Morris (Hon).

MOTO 2: 1. Stefan Everts (Hon); 2. Frederic Bolley (Kaw); 3. Sebastien Tortelli (Kaw); 4. Tallon Vohland (Kaw); 5. Andrea Bartolini (Yam); 6. Paul Cooper (Kaw); 7. Pedro Tragter (Suz); 8. Josh Coppins (Suz); 9. Mark Eastwood (Hon); 10. Thierry Bethys (Hon); 11. Jaimy Scevenels (Hon); 12. Leon Giesbers (KTM); 13. Bader Manneh (Hon); 14. Miska Aaltonen (Hon); 15. Stefan Andersson (Hon).

O/A: 1. Stefan Everts (Hon); 2. Frederic Bolley (Kaw); 3. Tallon Vohland (Kaw); 4. Yves Demaria (Yam); 5. Pedro Tragter (Suz); 6. Sebastien Tortelli (Kaw); 7. Andrea Bartolini (Yam); 8. Remy Van Rees (Kaw); 9. Paul Cooper (Kaw); 10. Marnicq Bervoets (Suz).

WORLD C'SHIP 250cc MX SERIES POINT STANDINGS (After 11 of 13 rounds): 1. Marnicq Bervoets (327/6 wins); 2. Tallon Vohland (305); 3. Stefan Everts (282/4); 4. Yves Demaria (207/1); 5. Andrea Bartolini (199); 6. Frederic Bolley (185); 7. Jocke Karlsson (176); 8. Werner Dewit (157); 9. Pit Beirer (153); 10. Pedro Tragter (133); 11. Peter Iven (104); 12. Sandro Puzar (96); 13. Remy Van Rees (95); 14. Rob Herring (77); 15. Chicco Chiodi (65); 16. Paul Cooper (51); 17. Kurt Nicoll (46); 18. Jaimy Scevenels (34); 19. Leon Giesbers (30); 20. Thierry Bethys (24).

Upcoming Rounds:
Round 12 - Kester, Belgium, August 18
Final Round - Roggenburg, Switzerland, September 1

(Left) Belgian Joel Smets' championship hopes suffered a serious blow at his home Grand Prix. He crashed in both motos to finish fourth overall, losing valuable points to leader Shayne King. (Below) Currently running third in the championship, Peter Johansson went 3-2 to score third overall behind King and Martens.

World Championship 125cc MX Series Update
Rounds 10/11 - Slovenian & Czech GPs

Tortelli crowned

Sebastien Tortelli became the youngest-ever world motocross champion last month after extending his record win streak to 10, though that run may yet be reduced to seven if his eighth win - in Belgium - is removed from the records because his fuel there did not meet FIM regulations.

Tortelli had initially been crowned champion in Slovenia July 14, but the celebrations had to be put on ice a few days later when the results of the Belgian fuel tests were announced. Victory in the Czech Republic confirmed the title win even if he is eventually excluded from the Belgian GP.

Should he have clinched the title in Slovenia, he was champion with 17 years and 329 days, if not add 14 to make that 343 days. The previous youngest champion was Stefan Everts in 1991 at the age of 18 years and 265 days.

Paul Malin, Tortelli's only remaining rival for the crown, knew he had to finish second twice in Slovenia if Tortelli won. After a poor start, which left him a lowly first-lap 11th, he narrowly failed to catch American Bob Moore in the opener, but he bounced back in race two to lead Tortelli until the silencer broke at half distance. After a stop to replace the defective muffler, Malin charged back up the field for another third-place finish.

His title hopes rekindled by the fuel question, Malin then finally beat Tortelli for the very first time all season to score a narrow win in the first moto of the Czech GP, but a defective Bib mousse tire lost him two places late in moto two and pushed him back to fourth, while Tortelli claimed the win to confirm his title.

Moore's injuries continue to restrict his points-scoring activities to first motos.

Slovenian 125 GP
Maribor, Slovenia
Results: July 14, 1996 (Round 10 of 12)

MOTO 1: 1. Sebastien Tortelli (Kaw); 2. Bob Moore (Yam); 3. Paul Malin (Yam); 4. Luigi Seguy (TM); 5. Thomas Traversini (Hus); 6. Erik Camerlengo (Yam); 7. Collin Dugmore (Hon); 8. Mauro Dal Lago (Hon); 9. Frederic Vialle (Yam); 10. Michele Fanton (Kaw); 11. Alex Belometti (Hon); 12. Philippe Dupasquier (Kaw); 13. David Vuillemin (Kaw); 14. Saso Kragelj (Kaw); 15. Carl Nunn (Hon).

MOTO 2: 1. Sebastien Tortelli (Kaw); 2. Erik Camerlengo (Yam); 3. Paul Malin (Yam); 4. Philippe Dupasquier (Kaw); 5. Alex Belometti (Hon); 6. Frederic Vialle (Yam); 7. Thomas Traversini (Hus); 8. Luigi Seguy (TM); 9. Stephane Roncada (Hon); 10. Brian Kjaer Jorgensen (Suz); 11. Collin Dugmore (Hon); 12. Carl Nunn (Hon); 13. Luca Pretto (Kaw); 14. Marco Stallmann (Kaw); 15. Saso Kragelj (Kaw).

O/A: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Erik Camerlengo (Yam); 4. Luigi Seguy (TM); 5. Thomas Traversini (Hus); 6. Bob Moore (Yam); 7. Philippe Dupasquier (Kaw); 8. Frederic Vialle (Yam); 9. Alex Belometti (Hon); 10. Collin Dugmore (Hon).

Czech 125 GP
Jinin, Czech Republic
Results: July 28, 1996 (Round 11 of 12)

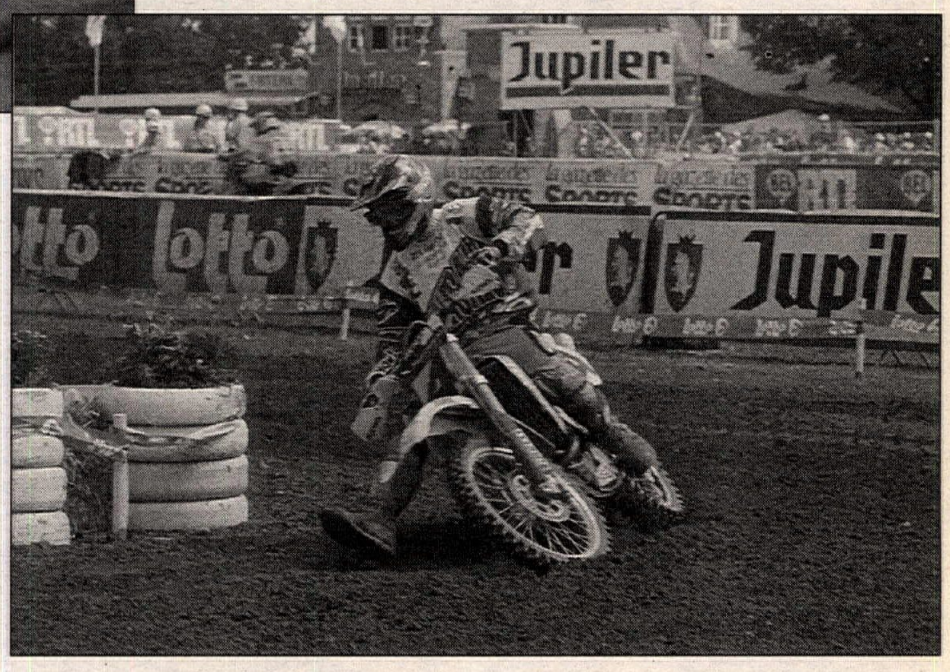
MOTO 1: 1. Paul Malin (Yam); 2. Sebastien Tortelli (Kaw); 3. Frederic Vialle (Yam); 4. Philippe Dupasquier (Kaw); 5. Mauro Dal Lago (Hon); 6. Thomas Traversini (Hus); 7. Bob Moore (Yam); 8. Collin Dugmore (Hon); 9. Marcel Van Drunen (Hon); 10. Alex Belometti (Hon); 11. Nicolas Charlier (Kaw); 12. Xavier Colomer (TM); 13. David Vuillemin (Kaw); 14. Brian Kjaer Jorgensen (Suz); 15. Marco Stallmann (Kaw).

MOTO 2: 1. Sebastien Tortelli (Kaw); 2. Frederic Vialle (Yam); 3. Alex Belometti (Hon); 4. Paul Malin (Yam); 5. Michele Fanton (Kaw); 6. Erik Camerlengo (Yam); 7. Collin Dugmore (Hon); 8. Luigi Seguy (TM); 9. Marcel Van Drunen (Hon); 10. Brian Kjaer Jorgensen (Suz); 11. Mauro Dal Lago (Hon); 12. Nicolas Charlier (Kaw); 13. Carl Nunn (Hon); 14. Petr Kuchar (Suz); 15. Neil Prince (Hon).

O/A: 1. Sebastien Tortelli (Kaw); 2. Paul Malin (Yam); 3. Frederic Vialle (Yam); 4. Alex Belometti (Hon); 5. Collin Dugmore (Hon); 6. Mauro Dal Lago (Hon); 7. Marcel Van Drunen (Hon); 8. Philippe Dupasquier (Kaw); 9. Michele Fanton (Kaw); 10. Erik Camerlengo (Yam).

PROVISIONAL WORLD C'SHIP 125cc MX SERIES POINT STANDINGS (After 11 of 12 rounds): 1. Sebastien Tortelli (395/10 wins); 2. Paul Malin (305); 3. Frederic Vialle (271); 4. Luigi Seguy (168); 5. Michele Fanton (148); 6. Collin Dugmore (141); 7. Alex Belometti (132); 8. Stephane Roncada (125); 9. Brian Kjaer Jorgensen (113); 10. Mickael Maschio (109); 11. Mauro Dal Lago (101); 12. Erik Camerlengo (99); 13. Philippe Dupasquier (92); 14. Bob More (87); 15. Xavier Colomer (49); 16. David Vuillemin (49); 17. Andi Kanstinger (47); 18. Thomas Traversini (43); 19. Marcel Van Drunen (43); 20. Max Bartolini (40/1).

Upcoming Round:
Final Round - Holzgerlingen, Germany, August 25



Briefly...

Fuel tests continue to cast a cloud over the world motocross championships, and have ensured that in at least the 125 and 250cc classes the final championship standings will remain truly provisional until well into the winter. Double winner Stefan Everts and Frenchman Frederic Bolley have both been excluded from the results of the British 250cc Grand Prix, while series top three Sebastien Tortelli, Paul Malin and Frederic Vialle, as well as South African Collin Dugmore, all face exclusion from the Belgian 125cc Grand Prix. In each case, fuel samples taken by FIM testers Inchcape have shown motor octane rating above the regulation limit of 89. In each case, the figure has been below 90. TM 125 factory rider Luigi Seguy also tested above the 89 MON limit at the British double-header, but his counter-sample recorded 88.9 to exonerate both the team and their suppliers, Bardahl. In the case of the riders excluded or facing exclusion, all using Elf or Howell race fuel, the counter-tests also have given results fractionally above the FIM limit. At an emergency meeting of FIM Motocross and Technical Commissions with the race teams and representatives of the fuel companies on July 27, it was admitted by fuel experts that it was now apparent that chemical reactions when the fuel is mixed with two-stroke oil could result in varying test values. Indeed, even samples from the same mix could apparently give different results, thus confirming the Team Kawasaki insistence that the fuel used in racing at the British GP by both Bolley and Tallon Vohland (the American's fuel was also tested and was declared legal) was mixed in a single can. "All of this has nothing to do with sport," fumed Kawasaki team manager Jan De Groot. "We have used Howell fuel because it is produced under quality control while fuel from the gas station can be subject to variable results. Are we expected to carry mobile testing laboratories around with us?" Both De Groot, on behalf of Bolley and eventually Tortelli, and Colin Reed, owner of the RWJ Honda team for whom Everts rides, will appeal to the FIM's own Disciplinary Court. Reed also has intimated that he will take the matter to a civil court if necessary: "I'm going to fight for Stefan's points to the final instance."

The **International Jury** of the Belgian 125 GP has yet to be reconvened. **Sebastien Tortelli**, whose points lead is so great that he will be champion even if he loses his points from Belgium, has been using pump fuel and experiencing motor problems toward the end of 45-minute GP motos in Slovenia and Czecho. "The Belgian GP was the fifth time I have been tested this year," Tortelli said. "Four times I was okay and suddenly the same fuel is illegal." The decision to use pump fuel from round 10 in Slovenia was based on the test results of teammate Frederic Bolley in England. "We found out about his test failure when we arrived in Belgium and it was too late to consider switching to alternative fuel," Tortelli continued. "We did not know that we too had failed in Belgium until the week after Slovenia. We did not mix our fuel together in England, but our fuel came from the same supply as Bolley and Vohland."

The eventual medal placings in the 125 world series are only likely to be affected if either **Paul Malin**, currently 32 points ahead in his battle for silver, or **Frederic Vialle** is eventually excluded while the other escapes penalty. Whatever happens, the two Yamaha riders cannot lose second and third in the final standings. Tortelli, with a lead of 41 even if he loses his points and Malin not, cannot be beaten for the title as a maximum of 40 remain available at the one remaining round. The points table included in this report does not reflect the possible exclusions from the Belgian GP.

The situation in the 250cc title race is more complicated. After the exclusions from the British Grand Prix, where **Marnicq Bervoets** scored a class-record sixth consecutive win, **Stefan Everts** now trails his fellow Belgian by 45 points with two rounds remaining. Should Everts eventually be reinstated, he would trail Bervoets by just a single point. The standings top three would read Bervoets 323, Everts 322, Vohland 301. All other riders move up accordingly in the results of the British 250cc Grand Prix following the exclusion of double winner Everts from both motos and Bolley from sixth in race two. The new scorers are Chicco Chiodi, initially 16th in race one, Japanese Kohji Ohkawara now 14th in race two, and Michael Gouverneur, now 15th.

Pit Beirer is out for the rest of the season with a broken scaphoid.

French teenager **Stephane Roncada** missed the Czech 125cc round to go to America, where he is reportedly to join the Honda of Troy team for 1997. His trip had a dual purpose; Roncada was running perilously close to a top-five finish in the world series - which would exclude him from contesting the 125cc supercross series in America. He is due to contest the final Grand Prix in Germany, but must take care not to score too well there as he is still only 23 points shy of fifth in the championship.

The factory **Husaberg** team arrived in Namur full of confidence that their Howell fuel met FIM regulations. "One of the main reasons for using the fuel has been our concern that pump fuel might fail the fuel tests," explained chief mechanic Ludo Van der Veken. "We were already on our way to Ireland when we heard that samples of Howell fuel from not only Bolley but also Tortelli had tested too high on the motor octane rating, so we had to take the risk there. We got a new barrel of fuel from Howell this week, and had a sample tested immediately. The MON was 88.4, well inside the FIM limit of 89, and we do not have to worry about a change in rating as do the two-strokes when they mix with oil."

Joel Smets signed a new two-year deal with Husaberg last week, but **Shayne King** has yet to sign a deal with KTM and has been approached by Husqvarna. "Whatever I ride I want a two year deal," insisted the New Zealander. "I would also prefer to stay with the Silent Sport team." Team boss Johannes Goertz admitted that the team would definitely not be switching to the 250 class. "We can put together a budget of $200,000, but, with three overseas GPs next year, we would need half a million to tackle the 250 GPs competitively," Goertz said. "I expect the leading teams are working with a budget double that." Goertz was seen deep in discussion with Varese race boss Signor Macchi Saturday, and with Husqvarna, desperate to reach an agreement to provide the technical support to a team with a genuine chance of success after its embarrassing season with Martens & Boonen.

Danish Husky rider **Mikkel Caprani** missed Namur after cracking the calf bone in his lower left leg while practicing one week earlier. He hopes to return to action in the Swedish GP August 25.

Ponca City, Oklahoma

Three's a charm

(Left) Suzuki's Charlie Bogard had a great weekend, winning the 250cc Stock and Modified Pro classes and the 125cc Stock Pro class.
(Below) Yamaha's Justin Buckelew continued his reign in the mini ranks by winning the 80cc 14-16-year-old Stock and Modified classes and the Super Mini class.

By Tony Alessi

PONCA CITY, CA, JULY 29-AUGUST 3

They say good things come in sets of three and for Team Suzuki's Charley Bogard, Team Yamaha's Justin Buckelew and Team KTM's Mike Alessi, it was a banner week as each rider recorded three class championships during the 21st annual running of the NMA Grand National Championships held at Ponca City, Oklahoma.

This year riders were treated to awesome track conditions due, in part, to great weather during the five-day event, which was a direct contrast to last year's rainy conditions and subsequent mud bog. NMA chief of track operations Lance Moorewood increased the lap count in all of the races because the racing was ahead of schedule. "Each race averaged about 24 minutes with the added laps," said Moorewood. "The riders really liked that idea".

"I think this has been the best Ponca City event of all time," said Pat Alexander, crew chief for the American Suzuki Amateur race team.

Alexander was pleased not only with the perfect weather and the great course, but by the sheer number of Suzuki riders posting class championships during the week-long event. In the end Suzuki riders won 10 classes, which was an impressive 45 percent of all of the races held.

Suzuki's Bogard scored the gold in the 250cc Stock and Modified Pro divisions and the 125cc Stock Pro class. Even though Bogard was the top Pro rider of the week his actual speed may have been in question on more than one occasion. Chris Wheeler showed some raw speed and passed Bogard more than a few times during the week, but cited a lack of track time for his ultimate failure in winning a Pro title. "Our truck broke down on the way here," said Wheeler. "I missed the practice day and I really wasn't quite up to speed for the first few days."

Another fast Pro in attendance was Albuquerque, New Mexico's Ryan Clark, who also was able to show Bogard the back of his jersey during the week. Clark wound up winning one class, the 125cc Modified Pro division, in front of Bogard, who was competing in his last Ponca City event.

Justin Buckelew, on the other hand, sent his competition searching for answers after he swept all six motos of the 80cc 14-16-year-old Stock and Modified Expert classes, and the Super Mini class on his Dean Dickinson-tuned R&D Racing Yamaha. Last year Buckelew was forecast as the next mini hero to replace Ricky Carmichael. After his wins this year at the GNC in Texas, the World Mini GP in Las Vegas and now at Ponca City, Buckelew has certainly silenced any doubters about his new position as the king of the minicycle ranks.

Team KTM Pee Wee rider Mike Alessi finally broke his Ponca City curse by scoring overall wins in the 50cc Stock and Modified 7-8-year-old, and in the Super Pee Wee division. Alessi started out on a sour note when dirt clogged his carburetor main jet in the first 50cc Stock 7-8-year-old class, where he finished fourth. A flawless second moto, though, put Alessi into the winner's circle with the overall win. Alessi returned to sweep both motos of the Modified 7-8-year-old division in front of Charlie Grantom, Grant Moreland, Beni Williams and Jeff Lucido.

Pennsylvania mini-pilot Brandon Jesseman on a Suzuki came out of hiding and posted upset victories in the 80cc 12-13-year-old Stock and Modified divisions. Yamaha-mounted Ryan Morias and Kawasaki-mounted Chase Reed finished second and third, respectively, in both classes.

Heavy favorite and local hometown ace Johnny Marley looked to be on his way to victory in the 80cc 12-13-year-old race, but may have been pressured into falling down 100 yards from the finish line by a relentless Jesseman. Marley could not restart his bike after dirt clogged the silencer, and was forced to his best imitation of Ryan Hughes by pushing his bike across the finish line and promptly fainting. Marley would finish the week off with a disappointing 20th in the 80cc Stock 12-13-year-old class and sixth in the 80cc Modified 12-13-year-old class.

Shane Bess continued his dominance of the 80cc 10-11-year-old Stock and Modified divisions aboard his FMF-tuned Suzukis. Bess did, however, encounter some resistance from nine-year-old future mini hero Brandon Layton, who won a moto when Bess made a mistake and fell. Layton also was the star of the 60cc 9-11-year-old divisions when he became the first 60cc racer in the history of the Ponca City Grand National Championships to clear the 75-foot double jump on the front straight away.

Danny Carlson shook up the troops in the 125 Stock Intermediate class by bringing his Honda to the finish line first. Carlson, who has only been riding the 125cc class for two months after moving out of the 80cc class, also won the 250cc Modified Intermediate division as well. "I really only hoped for a top five finish," said Carlson. "It really feels great to have won."

Carlson is on Team Honda's new and improved amateur race team, which is run by Bill Orr. "We are very proud of all of our riders," said Orr. "We will also be signing Jonathan Shimp on to the team to be Bryan McCavran's teammate in the mini ranks."

Jacob Martin's victory in the 125cc Modified Intermediate division was made sweeter by the fact that he won with a fractured fibula. Martin spent 10 minutes before the start of the race putting his boot on in pain, but when the gate dropped, Martin pulled the holeshot and never looked back. Mar-

(Left) KTM's Mike Alessi finally broke his Ponca City curse by claiming three class championships in the Pee Wee 7-8-year-old Stock and Modified classes and the Super Pee Wee 6-9-year-old Modified class. (Right) Andrew Matusek won the Jr. Cycle 6-8-year-old Stock class on his Kawasaki KX60, which is the standard bike in the class.

(Left) Team Honda's Danny Carlson put his minis away this year and won the 125cc Stock Intermediate and the 250cc Modified Intermediate classes. (Below) Andy Bowyer was pretty close all weekend long and finished second in the 125cc Modified Pro, 250cc Stock Pro, and 250cc Modified Pro classes.

tin went on to win with an impressive 10 second lead over the week's 125cc Non-Pro Champion Tyler Evans.

The Pee Wee 4-6-year-old division had two separate winners who shared quite a bit in common. Bryce Terzian won both motos in the Stock class and Cole Seely won both motos in the Modified class to take their respective championships. Both riders raced KTM minis and came from Ventura County, California, and oddly enough, they are each 6 years old and were born on the very same day. If that isn't weird enough, they had to carpool home together after one of the parents had transportation problems. CN

Ponca City Grand National Championships
Ponca City, Oklahoma
Results: July 29-August 3, 1996

P/W STK (0-6): 1. Bryce Terzian (KTM); 2. Daniel Lyautey (LEM); 3. Easton Hankins (LEM); 4. Cole Seely (KTM); 5. John Heinlein (KTM).

P/W MOD (0-6): 1. Cole Seely (KTM); 2. Daniel Lyautey (LEM); 3. Justin Whaler (Yam); 4. Trey Canard (Ita); 5. Gregory Smith (KTM).

P/W STK 7-8: 1. Mike Alessi (KTM); 2. Beni Williams (LEM); 3. Dustin Shows (KTM); 4. Ricky Hemme (Yam); 5. Tanner Moore (KTM).

P/W MOD (7-8): 1. Mike Alessi (KTM); 2. Charlie Grantom (Cob); 3. Grant Moreland (Cob); 4. Beni Williams (LEM); 5. Jeffrey Lucido (Cob).

S/P/W MOD (6-9): 1. Mike Alessi (KTM); 2. Cas Swift (LEM); 3. Ricky Hemme (LEM); 4. Charlie Grantom (Cob); 5. George Baker (Cob).

JR CYCLE STK (6-8): 1. Andrew Matusek (Kaw); 2. Mike Alessi (Kaw); 3. Grant Moreland (Kaw); 4. Jeff Loop (Kaw); 5. Joshua Hill (Kaw).

JR CYCLE MOD (6-11): 1. Jesse Casillas (Kaw); 2. Brandon Layton (Kaw); 3. Nathan Davenport (Kaw); 4. Billy Swapp (Kaw); 5. Jonathon Kerr (Kaw).

JR CYCLE STK (9-11): 1. Nathan Davenport (Kaw); 2. Jonathon Kerr (Kaw); 3. Billy Swapp (Kaw); 4. Tom Hahn (Kaw); 5. Brad Alarid (Kaw).

80 STK BEG (12-16): 1. Andy Pierce (Yam); 2. Marshall Rodriquez (Hon); 3. Chad Evens (Suz); 4. Brandon Friesen (Yam); 5. Jarrett Smith (Yam).

80 STK (0-11): 1. Shane Bess (Suz); 2. J.J. Pecsok (Yam) 3. Kyle Partridge (Suz); 4. Jesse Casillas (Yam); 5. Brandon Layton (Yam).

80 MOD (0-11): 1. Shane Bess (Suz); 2. Jesse Casillas (Yam); 3. J.J. Pecsok (Yam); 4. James Marshall (Kaw); 5. Nathan Davenport (Kaw).

80 STK (12-13): 1. Brandon Jesseman (Suz); 2. Ryan Morris (Yam); 3. Chase Reed (Kaw); 4. Jonathan Shimp (Hon); 5. Adam Mennenga (Kaw).

80 MOD (12-13): 1. Branden Jesseman (Suz); 2. Ryan Morais (Yam); 3. Chase Reed (Kaw); 4. Sean Hamblin (Yam); 5. Adam Mennenga (Kaw).

80 STK (14-16): 1. Justin Buckelew (Yam); 2. Billy Payne (Kaw); 3. Tim Langdon (Kaw); 4. Bryan McGavran (Hon); 5. Dustin Miller (Hon).

80 MOD (14-16): 1. Justin Buckelew (Yam); 2. Billy Payne (Kaw); 3. Bryan McGavran (Hon); 4. Tim Langdon (Kaw); 5. Michael Young (Hon).

S/MINI (0-16): 1. Justin Buckelew (Yam); 2. Billy Payne (Kaw); 3. Brandon Jesseman (Suz); 4. Bryan McGavran (Hon); 5. Johnny Marley (Yam).

125 STK BEG: 1. Brian Walker (Kaw); 2. Matt Carpenter (Suz); 3. JD Qualls (Kaw); 4. Brian Jones (Suz); 5. Doug Brookman (Kaw).

125 MOD BEG: 1. Brian Walker (Kaw); 2. Brock Krahenbuhl (Hon); 3. Dennis Gayoso (Kaw); 4. Doug Brookman (Kaw); 5. Matt Carpenter (Suz).

125 STK NOV: 1. Mike Corder (Kaw); 2. Derick Hedrick (Suz); Bryan Piccirelli (Hon); 4. Heath Frazier (Suz); 5. Ryan Petty (Kaw).

125 MOD NOV: 1. Mike Corder (Kaw); 2. Heath Frazier (Suz); 3. Craig Truglio (Kaw); 4. Ryan Petty (Kaw); 5. Ryan Wallace (Kaw).

125 STK INT: 1. Danny Carlson (Hon); 2. Danny Smith (Yam); 3. Brett Racine (Kaw); 4. Tyler Evans (Suz); 5. Ronnie Clark (Kaw).

125 MOD INT: 1. Jacob Martin (Suz); 2. Tyler Evans (Suz); 3. Danny Smith (Yam); 4. Brett Racine (Kaw); 5. Travis Riley (Kaw).

125 OPEN (0-16): 1. Tyler Evans (Suz); 2. Travis Riley (Kaw); 3. Brett Racine (Kaw); 4. Jason Dempsey (Kaw); 5. Danny Smith (Yam).

125 STK PRO: 1. Charley Bogard (Suz); 2. Chris Wheeler (Suz); 3. Ryan Clark (Suz); 4. Eric Schnell (Suz); 5. Justin McMurrich (Kaw).

125 MOD PRO: 1. Ryan Clark (Suz); 2. Andy Bowyer (Kaw); 3. Chris Wheeler (Suz); 4. Eric Schnell (Suz); 5. Isaiah Johnson (Kaw).

250 STK NOV: 1. Ryan Petty (Kaw); 2. Dusty Emerson (Yam); 3. Ryan Wallace (Kaw); 4. Gary Trachy (Hon); 5. Caleb Waller (Kaw).

250 MOD NOV: 1. Ryan Petty (Kaw); 2. Gary Trachy (Hon); 3. Dusty Emerson (Yam); 4. Lyndon Couch (Yam); 5. Ryan Wallace (Kaw).

250 STK INT: 1. Donny Jackson (Kaw); 2. Doug Parsons (Suz); 3. Travis Young (Suz); 4. Dax Kastrin (Suz); 5. Travis Gage (Suz).

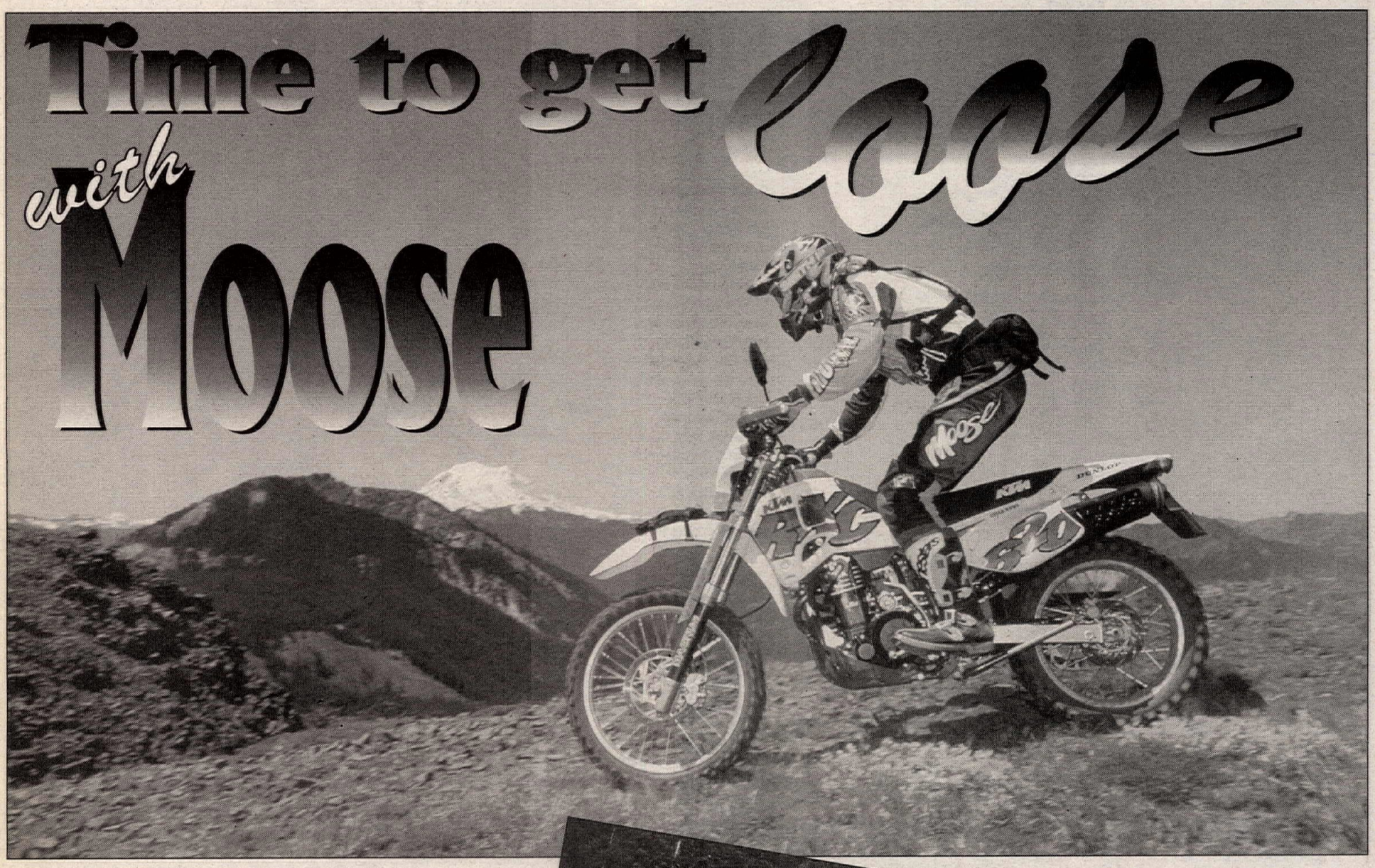
250 MOD INT: 1. Danny Carlson (Hon); 2. Jason Dempsey (Kaw); 3. Keith Johnson (Yam); 4. Cory Marais (Yam); 5. Travis Gage (Suz).

250 STK PRO: 1. Charley Bogard (Suz); 2. Andy Bowyer (Kaw); 3. Chris Wheeler (Suz); 4. Isaiah Johnson (Kaw); 5. Chris Torrence (Kaw).

250 MOD PRO: 1. Charley Bogard (Suz); 2. Andy Bowyer (Kaw); 3. Chris Wheeler (Suz); 4. Ryan Clark (Suz); 5. Billy Akers (Kaw).

30+ NON PRO: 1. Mike Birdsley (Hon); 2. Chris Swift (Suz); 3. Matt Howell (KTM); 4. Scott Morgan (Kaw); 5. Chet Malito (Yam).

Time to get *loose* *with* Moose



By Cameron Coatney
Photos by Kinney Jones

CHINOOK PASS, WA, JULY 10-14

Every couple of years the boys from Moose Off-Road gather up the members of the off-road press and take them to an epic riding area to introduce their new line of riding apparel and off-road accessories. This year they chose to take us to the Chinook Pass area of central Washington, just northeast of Yakima. The way it happens is simple. They call you. They invite you. They ask you what size gear you wear. They fly you there. They transport your bike. They put you up in a hotel. They feed you. You ride. You go whitewater rafting? Huh?

That's right. This year the boys at Moose had something up their sleeves. They wanted to take us out of our element - dirt - and throw us into nice, clean, flowing water. They knew we all liked dirt and water when it was mixed together - we absolutely live for it - but they wanted to see us splash around in the water like guppies. I don't think they knew what they were getting into. And the poor river guides - well they never even knew what hit 'em. I'll explain later.

I was greeted at the airport by Moose honcho Gary Gibbs, Suzuki and Moose-sponsored Steve Hatch and Rodney Smith, eight-time National Enduro Champ Dick Burleson, Pete Dennison and legendary BMX-hero-turned-businessman Bob Haro. Now that's what I call a welcoming party. Gary runs Moose Off-Road, which is owned and distributed by Parts Unlimited and has been doing that since the untimely and tragic death of Wayne Cornelius. Dick Burleson is the technical designer/engineer and is responsible for most of the great features and ideas you'll find in the products. Pete Dennison, since selling Moose to Parts Unlimited and starting a new business called A-LOOP out of Colorado, is the hard-parts and packaging specialist. Bob Haro is the art/graphics designer and is responsible for how the apparel looks.

(Above) Riding the edge of Little Bald Mountain with Mt. Rainier in the background. (Right) The scenery was incredible in the Cascade Mountains in central Washington. This is (from right to left) Rodney Smith, Dick Burleson, Steve Hatch, and the author enjoying a much-needed drink of water.

Those in attendance from other publications included Bill Wood (American Motorcyclist), Tom Webb and Mark Kariya (Dirt Rider), Tim Tolleson (Dirt Bike), Paul Clipper (Trail Rider) and Jimmy Lewis (Cycle World). The motley crew was rounded up and whisked off to Whistlin' Jack Lodge, which is nestled in the Chinook Pass of the Cascade Mountains.

Most of the first day was spent prepping the bikes, getting acquainted with each other and just plain relaxing. We would all be riding dual-sport bikes which were needed so we could piece together some long-distance loops. It seems that land-use restrictions in the Pacific Northwest have made it hard to put together good rides without being street-legal. Dinner that evening was followed by a Moose "fashion show" with Hatch and Smith showing off the latest and greatest apparel and other accessories for the '97 lineup. We all received a gearbag full of Moose gear and products (which made it seem like an early Christmas had arrived) and turned in pretty early to ready ourselves for the first day of riding, which Burleson promised would be breathtaking.

The first day's ride started off on a funny note when I started and warmed up a KTM RXC that I thought was mine. When Paul Clipper came by giving me funny looks, I thought nothing of it until Don McPhee, the official Moose Press Ride mechanic, asked me where my 620RXC was. I had the wrong bike and, needless to say, Paul was quite pleased to hop on to a warmed and ready four-stroke single, while I had to go through the whole procedure all over again with the 620. What fun.

We took two rides Thursday that were separated by a lunch break back at Whistlin' Jack Lodge. Central Washington was smack-dab in the middle of a heat wave at the time we were there, and hadn't received rain in quite a while. The trails were a bit dusty and the temperature was cresting the 100-degree mark. I kept asking Gibbs and Burleson when they were going to turn on the sprinklers and air-conditioning.

The first trail looped us around to the top of Little Bald Mountain. As Burleson

(Above) The trail up to Milk Lake was one of the best of the trip. A white silt base made the water in the lake look like it had been transplanted from the Caribbean. (Above right) Whitewater rafting on the Wenatchee River. It was a full-on moto between the two Moose rafts. (Right) Lava fields were fairly common and were quite a contrast compared to the surrounding forests.

had promised, the view was breathtaking. To one side you could clearly see Mt. St. Helens and to the other you could see Mt. Rainier, both still completely snow-capped. It was awesome. Many photos were taken and we were headed back down the mountain. The trail went into some pretty dense forest with multiple log crossings and tight switchbacks. Some team efforts were needed to get some of the bikes through, but before we knew it we were back and eating lunch.

Dave Sodergren, our local trail guide, led us up an incredible trail for the second ride of the day. The trail ran next to a white, silty wash and creek called Milk Creek. The trail actually stayed in the dense forest next to the wash and creek, but Jimmy Lewis, Steve Hatch, Rodney Smith and Burleson could not resist the temptation to ride down into the wash, which looked like the moon - white and barren.

You could tell by the few puddles encountered on the trail that this particular area would be slicker than snot with some rain - silt + rain = snot. I continued up the trail, leaving Burleson and crew to play on the "moon," wondering where the trail ahead led to. I was awestruck when I came to Milk Lake, the source of it all, at the top of the trail. Due to the white, silty base of the lake the water looks like it's straight out of the Bahamas. It's simply incredible. The rest of the crew made it up to the lake and were as flabbergasted with its beauty as I was. We all took plenty of photos and headed back down to Whistlin' Jack Lodge for dinner and a good night's rest for the next day's festivities - whitewater rafting.

We were all pretty excited about the rafting trip as most of us on the trip had never done any before. Some of the group rode over a couple of mountain passes to Cle Elum, where they met the rest of the group, loaded up their bikes and continued on to the town of Leavenworth and the Wenatchee River where the rafting expedition would take place.

We were suited up and ready to raft after lunch. Things got ugly when the guides told us we would be sharing boats with a few other people slated to raft on this day. Burleson and Pete Dennison soon had the guides talked into giving our crew two boats and letting the other folks tag along in their own boat - and for good reason. We would soon be creating full carnage as we staged a full-on moto and water fight through the ensuing rapids. It was too fun.

The guides said water fights were fully legal and even supplied two buckets per boat for the war, but they didn't have any idea the extent to which a bunch of hard-core off-roaders would take it. We would race through the rapids and waterfight through the calm sections. It also became hip to steal the other boat's buckets and paddles whenever possible. This involved jumping from one boat to the other in search of supplies (buckets and paddles), and knocking off of the boat as many guys as you possibly could in the process. It was wild and before we knew it Gary Gibbs had a black eye and a cut, and Tom Webb was bleeding from the mouth. One of the guides was actually jumping off of the boat when the other boat even got close - he knew better.

We all made it in one piece and were physically beaten down pretty good by the time we got to the end of the line. I'm sure that the guides were pretty worked as well. Some of the guys heard the guides bench racing after the trip as they were collecting our gear. They could not believe what they had just been through. They had been hit with paddles, jerked from the boats they were supposedly controlling, eternally soaked and even abandoned ship when needed (which became often). They had never, ever seen anything like it and probably never will. In fact, plenty of us talked and wondered if we could ever have that much fun whitewater rafting again, and decided that it probably wasn't humanly possible. After all, could you ever moto and battle on a family trip? Not unless your wife doesn't mind a black eye - or two. After a long drive home that involved a small stop for a speeding ticket from local law enforcement (credit the ever-speedy Kinney Jones), we turned in and prepared ourselves for the last day of riding.

For the final day of riding the group split up, with some of the guys taking off with Pete Dennison to take a long loop around and through Mt. Rainier National Park, some of the group taking a pretty technical loop that led up to scenic Mt. Clifty, and Kinney Jones took off with Rodney Smith and Steve Hatch to shoot some photos. I went to Mt. Clifty. The trail here was terribly dusty and we all spread out pretty far to ride in clear air whenever possible. As you may know, Dick Burleson is a super-competitive and competent rider. I saw him, Rodney Smith, Steve Hatch and Jimmy Lewis railing and brake-checking each other all week long. It was fun to watch. But things changed for Burleson as we reached the top of Mt. Clifty - Burleson is deathly afraid of heights.

I couldn't help but snap a picture as Burleson got off of his bike to push it along a rock-ledge trail that sat on the edge of a roughly 500-foot rolling cliff. There were even mountain goats running around on the ridge *below* us. I'll admit that I was a bit worried myself, but it was somehow just a little comforting to realize that Burleson was actually showing some kind of fear while on a motorcycle. He actually *is* human.

We continued down the trail on the now-wider ridge and came to a couple of snow banks that had to be traversed. Burleson was one of the first guys through it and proceeded to bomb the rest of the guys with snowballs as they came through. Before too long, there were about 10 guys throwing snow at the remaining riders. Jimmy Lewis knew he was going to get it bad and decided to throw his bike sideways to roost everybody, and went down in the process. The snowball fight was just what we needed in the midst of the blazing heat.

We all got going again on some of the best trails of the trip that dropped down from the ridges around Mt. Clifty. The trails were skinny, tight and in very good condition. We soon stumbled upon an old logging shack in the middle of a small meadow and had to stop and check it out. I thought I kept hearing the dueling banjo and guitar from "Deliverance" ring through the forest and was a little nervous, if you know what I mean. We were stopping a lot, and Lewis kept sarcastically commenting on how much we'd actually ridden and how tired he was. We kept a pretty fast pace and did some miles after that and dropped back down into the valley where the lodge was.

After a late lunch, most of us decided not to head out on another ride up to Mt. Clifty. Burleson had told Hatch, Smith and photographer Jones about the snow and they just had to go. I didn't blame them, but I was pretty bushed and looking forward to dinner and a couple of margaritas with Bob Haro. They all got back from Mt. Clifty at about 8 p.m. and we had dinner together. We had to fly out pretty early the next morning, but most of us had a great time closing down the bar at Whistlin' Jack Lodge. Haro and Lewis Karaoke'd the night away, stuffing crackers into their mouths over a bet/scam that Jimmy learned in Chile or somewhere like that. When Haro and Gibbs dog-piled Lewis and me in our cabin at about 2 a.m., I knew I was having fun - I think. CN

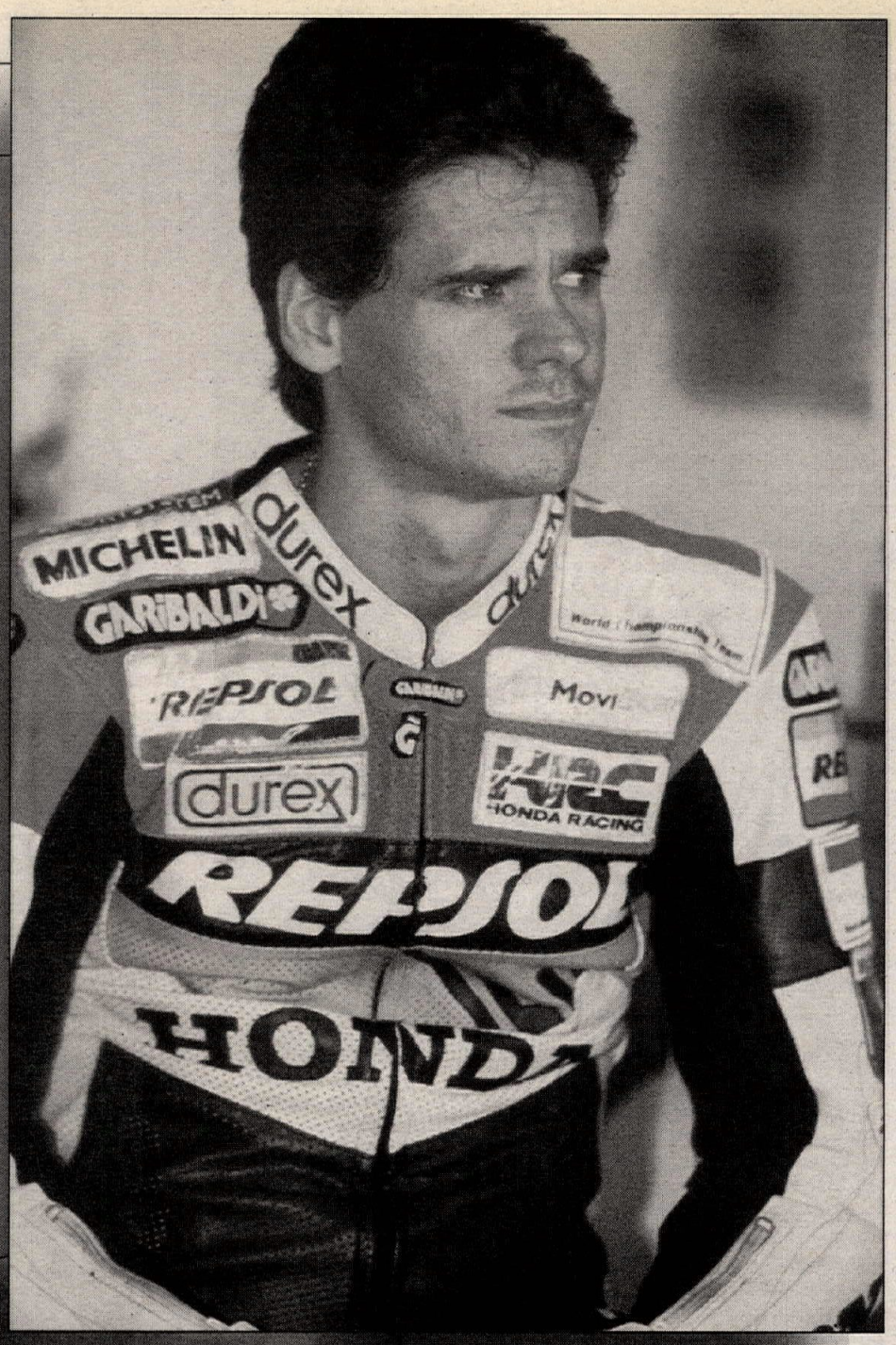
RUBBERMAN

INTERVIEW Alex Criville

By Henny Ray Abrams
Photos by Gold & Goose

The secret to Alex Criville's success has very much to do with the fact that he's up to his neck in condoms. Clearly and proudly displayed on the collar of his colorful Garibaldi leathers, prime commercial real estate, the last line of defense before the exposed head, is the logo of Durex, a British prophylactic company which has jumped on the Criville bandwagon this year. Part of its sponsorship package involves having a pair of 7-foot-tall condoms waltzing around the paddock and doing promotional work with the former 125cc World Champion. It presents an interesting paradox: Criville, a quiet, soft-spoken and very anonymous 26-year-old, the only 500cc World Championship contender who still lives with his parents, in the house where he grew up in Seva, a small village outside of Barcelona, parading around with a couple of very large rubbers.

The bigger issue, of course, is why they would be attracted to him. His demeanor is restrained, to be polite, and though he projects a certain innocence, he lacks the charisma of a Doohan or Schwantz. Yet since he rides for the most successful team in GP racing, and comes from a country obsessed with motor sports and its heroes, he is the number-one billboard on the Iberian Peninsula. Besides Durex, he is personally backed by Marlboro and his presence on the works Honda squad is a big reason that they attracted backing from Repsol, the Spanish oil conglomerate. And his success can be readily attributed to his being able to retain and satisfy these sponsors for the five years he's been on a 500cc GP bike. "Of course, I've been lucky with these things with the sponsor," Criville said during a recent interview in the Repsol Honda hospitality tent. "Spain is one country where people love this sport."



(Above) Spaniard Alex Criville has been the only rider to compete with Michael Doohan in the majority of the 500cc Grands Prix in 1996. (Left) Criville at speed on his Repsol-backed Honda NSR500.

Though Mick Doohan is steamrolling his way to a third consecutive title, it's Criville whose riding has surprised many this year. He's been able to put up the occasional flash result in the past, but this year he's been a model of consistency. Aside from a couple of silly crashes in Malaysia and Jerez, he's finished second to Doohan five times, and has a third and fourth. But the pinnacle came when he finally broke through and beat Doohan at the Austrian GP in Zeltweg. It adds up to a solid second in the championship after 10 of 15 races.

"Now I feel more comfortable with the bike and maybe that's the reason (for his success), Criville says. "I think I can be more comfortable."

Introspection does not appear to be an overriding trait of the young Spaniard. He reveals little of himself and is known for giving stale answers to questions. He'll thank his team, which he says has worked very hard, and thank his sponsors, and add that he has to try harder. Part of it can be attributed to his having no mentor. There has been no one to give him a public face and his technical knowledge is largely self-taught. "I had to work by myself," said the rider who describes

himself as quiet and calm. The last time he can remember getting excited was when he won the final race of the year at Catalunya last season. Though Alberto Puig had won at Jerez earlier in the year, he'd suffered a career-threatening injury a few races later and Criville was now the star ascendant.

Three-time World Champion Wayne Rainey had seen the early Criville promise when Criville finished third to Rainey and Doohan in only his third 500cc GP at Malaysia in 1992.

"He goes home after finishing third on the podium and he has no chance to unwind," said Rainey, a resident of Spain during the racing season. "His status is elevated. It fools with his head." What surprised Rainey the most about Criville is that it took so long for him to learn to ride a 500. "He made a lot of mistakes, over and over and over again."

Make no mistake: Though he is the steadiest of the runners-up, he is not a title contender this year and may not be as long as Doohan is at the top of his game. Before Zeltweg, Criville had led a number of the GPs and has stuck tough with Doohan in many others. Yet never did it seem that anyone other than Doohan was in control, and when Criville pressed the issue the results weren't favorable. In Jerez, Criville led into the final corner where the savvy Doohan, who'd been stalking the entire race, moved up the exposed inside line. When Criville tried to counter, he was highsided violently out of a sure second place.

That was the race that displayed the Spanish passion for racing. Having led the whole race, the fans were naturally, if you're Spanish, encouraged to storm over the fences and approach the track for the last two laps. On the final lap the fans were actually on the track, thinking, wrongly, that the race was over. For Criville it was. Nearly hitting so many people clearly rattled him and Doohan was there to pounce.

A protest was filed by his team to go back to the previous lap, but it was withdrawn, some say under pressure from his teammate Doohan. "I didn't understand exactly what happened," Criville said.

In Assen it nearly went wrong again. Doohan led much of the race with Criville making his bid in the final chicane. Leaving his braking too late, he overshot the corner, had to almost stop, then crossed the line well out of first place.

But in Austria the roles were reversed and Doohan was the one doing the chasing and making the rare mistake to cost him the race.

"I tried to keep Alex out but he got under me and because I had chosen the wrong front tire it broke away and forced me wide every time I tried to get in to corners hard as I chased him," Doohan said. "But Alex is thinking as much as me out there on the track these days and he deserved to win."

Criville added: "It was my plan to follow Michael through the race because I didn't want to pass him before the penultimate or last lap. I have got ahead of him earlier in a race before and made a mistake and I didn't want to do this again today."

And, despite the win, Criville is under no illusions about his place in the realm of the king.

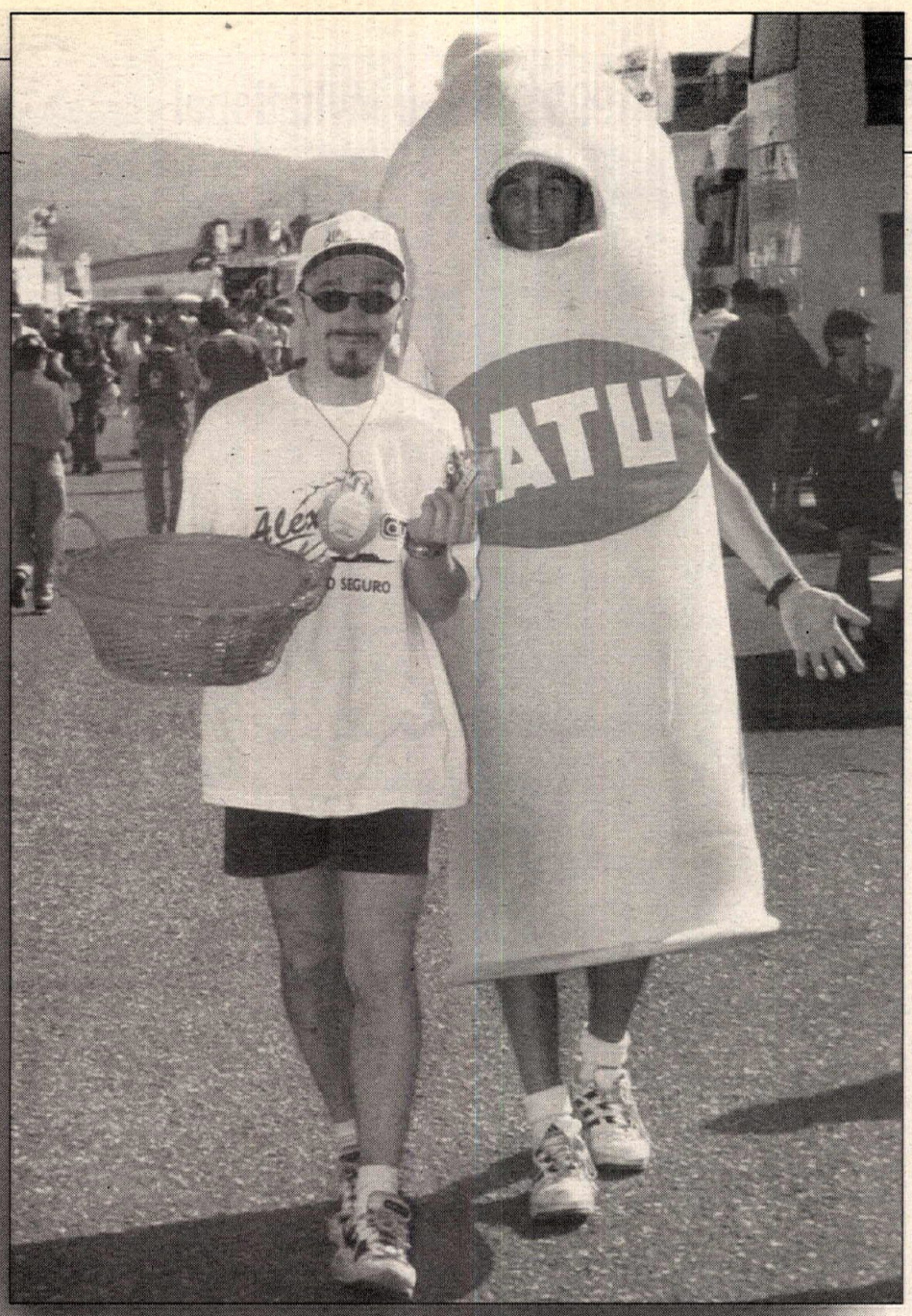
"For me, Mick is the best rider. He has a lot of experience," Criville says in broken and heavily accented English. "It's not easy to win with Mick on the track. I believe it's possible. I believe that I can win." Part of that belief is rooted in a change in Doohan's attitude this year. Where for most of his career he's felt that he had to decimate the competition, this year Doohan realized that a win is a win, whether by a minute or a second. So he's content to hang back, save the tires and machinery, put on a better show, and still win with ease. Still, Criville is getting closer and one measure of how Doohan perceives his teammate is that when Criville joined the team the lines of communication were more open than they are now.

"Sometimes he helped me with a lot of things before," Criville says. "Now it's normal (that he doesn't). Every track he's riding fast and tries hard. You know very well where he goes fast."

Criville's love of the sport began early. He comes from a motorcycling family - his father rode a Montesa - and he began riding when he was 5 years old. By the time he was 15 he'd begun racing motocross and trials, but would find his true calling a few years later.

"Because I live in a small village it's easy to take my bikes and ride on the streets." He quickly discovered that he was faster than any of his friends, and after he fell down a few times he realized it was time to get on a race track. From then on his ambition was set. "I thought to be here (the World Championships)," he said. "Winning races and being World Champion." It only took a few years for him to realize his ambitions.

He made his Grand Prix debut in 1987 riding a Derbi part-time in the 80cc World Championship. The next year he made a full-time move to the GPs and rode the 80cc Derbi to second in the penultimate year of that championship. The next logical move was to the 125cc class. Both of his aspirations, of winning races and a world title, were fulfilled when he won the 125cc World Championship on the JJ Cobas in 1989, scoring five race wins along the way.



Criville is also sponsored by a condom company.

Then it was a short step up to the 250cc class where he finished 11th in 1990 aboard the Marlboro Agostini Yamaha. He was mostly a midpacker, his best finishes a fifth, a sixth and a trio of sevenths. On the less-reliable Cobas-Honda in 1991 he fell back to 13th, again a fifth-place finish his best mark.

Years like that don't normally merit a move to the front ranks of the 500cc class, but he was able to parlay his popularity in Spain into factory backing and he did it at a time when Spain was looking for a hero. The country has a rich history of GP racing in the smaller classes, but has never had much success in the 500cc class. The skeletal and taciturn Juan Garriga tried for several years, but never finished higher than sixth in the championship. Sito Pons, who won the 250cc World Championship in 1988 and '89, tried to make the move in 1990, only to finish 10th. The next year he would end up 14th, which accelerated his move to team ownership in 1991. For his inaugural year he would field a Honda 500cc team, supported by Campsa, a Spanish oil company, and he needed a rider. Fellow Spaniard Criville was the man.

"The important thing is to be on a 500 when you are very young, 23-24 years old," Criville said. "In this age you can improve a lot," Criville said.

Having come from 125s and 250s, which require a completely different technique, more corner speed and different cornering lines, Criville had to make the necessary adjustments. "If you are young you can be able to change this, change the line. It's not easy. It takes a long time. For me, it takes me three years, two to three years."

To do it on a permanent basis, maybe. But the adjustment seemed easier than he thought very early in his first season. When the then 22-year-old Spaniard finished third in the Malaysian GP to Doohan and Rainey his status as a hero in his native country was almost certainly assured. When he won the Dutch TT, the ill-fated race where Doohan broke his leg, Rainey sat out with an injury, and Kevin Schwantz and Eddie Lawson took each other out, his ascendance was nearly complete. And, despite finishing eighth for his rookie year, his future was in many ways set.

In 1993 he would switch to Marlboro Honda Pons colors and come eighth again, followed by a sixth-place finish in 1994 on the unbranded works Honda team as a teammate to Mick Doohan and Shinichi Itoh. Word around the paddock was that Criville had promised to bring a sponsorship package to the team, a promise which went unfulfilled at the last minute. That left Honda in a lurch, but instead of jettisoning the Spaniard they stuck with him, though he had his doubts about continuing.

"Two years ago I thought maybe it's better to go to 250," he said. But both he and Honda stuck with it and their reward came when Repsol signed on to sponsor the team in 1995 and again in 1996.

Since the 1992 victory he's only won once. That was at the European GP held at the Montmelo circuit near his home outside of Barcelona and it secured his fourth-place finish in the championship.

This year, his fifth on the 500, has been his best yet. He's maturing as a rider at a time when there appears to be a vacuum at the top. Kanemoto Honda's Luca Cadalora is frightfully inconsistent. Lucky Strike Suzuki's Daryl Beattie has been injured almost the entire season and his teammate Scott Russell punishes himself in the race by qualifying badly. The Yamaha riders, all four of them, are young and untested and, though Marlboro Roberts Yamaha's Norifumi Abe has a win, he's as least as mercurial as Cadalora. Kenny Roberts Jr. has been coming on strong of late, though he can't be expected to challenge in his first year. The only place where he can whip Criville is on the dirt track at his father's training center.

Criville attributes some of his success to the time he spends at the facility which Roberts runs near the Montmelo circuit in Catalunya. His competition at the track is likely to include both Kenny Roberts, Junior and Senior, Jimmy Filice and Randy Mamola, all racing on the Honda 100cc singles. "It has helped me in braking, throttle control, controlling the bike. I don't know how much this has helped me, but for sure it's good." Other than that, his training isn't much different from your average racer. He works out in a gym which he owns outside of Barcelona, bicycles and rides motocross. When he's not traveling, he likes to stay at home, leading as normal a life as his fame allows. The only indulgence he's allowed himself is a Ferrari 355, similar to the one that Doohan owns.

Honda's faith in Criville was reaffirmed when they recently signed him, along with Doohan, for the 1997 season. They've heard all the rumors about Doohan leaving or retiring or going to Superbikes and believe that the rider of the future is Criville. Unless he falters badly, Criville will certainly finish second in the championship. Though it's a jump of two spots over his previous best, it won't be good enough for 1997 and he knows it.

HILLCLIMB
AMA National Championship Hillclimb Series

1996 All-Star Invitational

Thompson, Gerencer all-stars

By David L. Patton Jr.

NORTON SHORES, MI, AUG. 4

Every year the cream of the hillclimb crop assembles in Norton Shores, Michigan, for a one-round, winner-take-all contest. Here, the riders forget points, where they're running in the championship and focus on one thing: the fastest run they can make.

BSA-mounted Terry Thompson, 1995 rookie of the year, used the opportunity to score his first 540cc national win to end the Honda domination of the 1996 season. After his final ride, his fastest for the day, Thompson had but one person to look out for. That person was three-time and defending champion Paul Pinsonnault and always someone to worry about.

The Honda rider blasted up the 300-foot Muskegon Motorcycle Club hill with a nearly flawless ride in his final chance to beat Thompson. The only flaw was that it was 0.013 second short of Thompson's blistering 4.933-second run. Though Pinsonnault leads the season points race, he would finish second today. Rotax-mounted Ted Wilkins had a few shaky moments during his runs but pulled it together long enough to power up the hill in a solid 5.078 to finish third, crashing as he went over the top of the hill.

Although the Invitational isn't part the the championship points race, 800cc rider Lou Gerencer treated it like most of the other rounds this season, blasting to the win and extending his win streak this season to four in a row. The Harley-Davidon Racing Pro Hillclimb team captain defeated Glen Petty Jr. and Tim Frazier.

Riders qualify for the AMA All-Star Invitational National Hillclimb based upon their performance during the series since this time last year. The top 15 riders in each class are invited to compete at Mount Garfield. The event marks the unofficial halfway point of the season as well as offering a unique format: Each rider is allowed three rides up the 300-foot hill and finishing positions at the Invitational do not figure in the national championship points races. The Muskegon Motorcycle Club hosts the hillclimb every other year and the event often marks a turning point for the competitors.

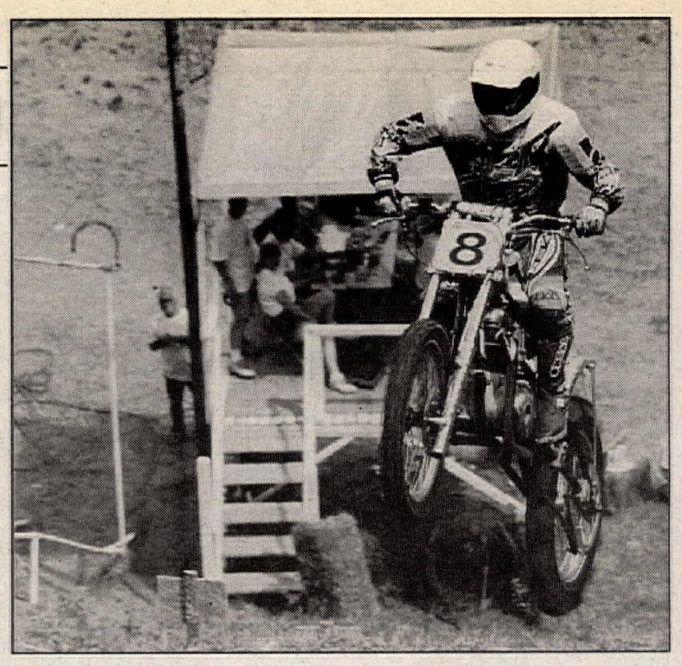
540cc

The lineup starts off with the 15th-ranked rider (or an alternate) and goes up the standings until the series points leader is reached. Scott Kiogima got first chance at the hill.

Kiogima put in a smooth ride to put his Honda up and over the top and the battle for the All Star Invitational win was on. Mike DeBusk put in a quick first ride to hold the early lead, but with three chances to get in a perfect run, the 540cc win certainly wouldn't come in the first round.

Thompson had a good ride in round one, though he had to fight off a big wheelie in between the two jumps. Wilkins, on the other hand, had a wild ride, nearly crashing after the first jump.

David Watson, winner of the last two Nationals, had a horrible first run. "I kicked the shifter into third gear instead of second," Watson said. Watson would make up for his early mistake on his next two rides.



(Left) Lou Gerencer scored his second straight Invitational win and his third straight national win with his decisive victory in the 800cc class.
(Above) BSA-mounted Terry Thompson took the win in the 540cc class by a scant 0.013 second. It was the first national win of his career.

Paul Lowe and Pinsonnault ended the first round tied for first place ahead of Thompson and his BSA. Lowe picked it up in round two, putting in his fastest ride of the day. It would, however, only net him sixth overall as the top five finishers all had their best runs in the third round.

Like Lowe, DeBusk also found his greatest speed during his second ride and finished just behind Lowe, in seventh.

Scott McNeely's third ride moved him into the third spot, but only briefly. Several other riders would surpass his time and he would end the event in fifth place. "I just didn't have enough horsepower for this hill," said McNeely.

One rider who didn't have a horsepower shortage was Laurelville, Ohio's Thompson. His Bowlby Cycles-backed BSA had been fast all day and the 1995 540cc rookie of the year really turned it loose on his last chance for victory. Just 4.933 seconds later, Thompson had the lead and was looking for the first National win of his career.

Wilkins' Rotax screamed up the hill, but his 5.078 would only net him third place. When Wilkins reached the top of the hill he was forced to let go of the bike as he was out of control. David Watson put his KAP Honda between Wilkins and McNeely for fourth overall. "I made a lot of little mistakes," said Watson. "Still, fourth is good."

Thompson then had only one rider to worry about: Paul Pinsonnault. "All I can do is pray to God that Paul doesn't beat me," said Thompson.

Pinsonnault has made a career out of big-time rides under pressure and he put in a nearly flawless ride. Then the announcer spoke, "And the winner with a 4.933, Terry Thompson."

As Thompson received congratulations from fans and the other riders, Pinsonnault had to settle for second, with a 4.946, 0.013 second off the winning time.

"I rode well," Pinsonnault said. "I just came up 0.013 short. It was a good day, now it's back to the points race." Pinsonnault is attempting to tie Earl Bowlby's record of four championships in a row and is currently leading a tight points race with Watson.

800cc

Jason Petty opened the 800cc action on his Triumph with the same goal as nearly everyone else: Stop the #2 bike from winning the hillclimb by outrunning Lou Gerencer.

A wheelie at the 170-foot mark slowed Petty's first ride but he would make a big comeback later in the day.

Harry Schreiber Jr. put in one of the fastest rides of round one, but it resulted in a season-ending injury. "I had let off the gas and was coasting up to the top when it just took off," said Schreiber. The bike suddenly went wide open and wheelied toward the tower at the top of the hill. Bike and rider hit the protective hay bales and Schreiber suffered serious leg injuries. For the second time in the last two years, he will miss most of the season with an injury.

Former 540cc national champion Tim Frazier wheeled out his radical new Yamaha for its first ride and nearly matched Schreiber's time up the hill. As each competitor got in his first ride, the crowd waited for the last two riders, Reiser and Gerencer.

Reiser, of the Pro USA Hillclimb team, is the only rider to beat Gerencer all year and he would ride second to last. Reiser has made a lot of changes to his new machine since its first race in 1995 and he is constantly working on improvements. Many changes he made in the month before the hillclimb weren't perfect and his first run reflected this.

Gerencer, on the other hand, showed that the layoff hasn't slowed him down one bit. The Harley Davidson Racing Pro Hillclimb team captain blasted off the line with authority, and though he had to straighten his bike out over the first jump, he never let off the gas. Gerencer flew off the second jump, landing near the finish line for the first ride in the four-second range with a 4.877-second run.

Though the riders changed their bikes to suit the hill conditions, many were surprised by the ruts carved into the jumps. Only two riders were able to use their second-run times to make the top five. Reiser's front-wheel landing on the second run didn't slow him too much and he was really on the gas up the top half of the hill. Rodney Williams, third in the championship in 1995, has been out much of the season and he looked rusty in his first attempt of the day. Run two was a different story, though, as Williams blasted into fifth place, just a tick behind Reiser.

In contrast to Gerencer's strong runs, his teammates had a rough day. After Schreiber's crash, Mickey Dent flipped hard off the first jump on his second ride, ending his day. Then Willie Price flipped his machine on the same jump, though he would be able to return for a third attempt.

As the big bikes began their final run, it began to look as though Gerencer's time was safe. Petty rode through another wheelie to move up to sixth overall and Frazier put in his third good ride to climb into second place with a 5.182-second run. "We didn't change anything all day," Frazier said after his run.

Gerencer was ready to ride as the competition took their shots at him, but he had the deteriorating hill conditions on his side. "The hill is getting really rutted now," Gerencer said. "It was a lot easier when I rode." When asked to handicap the last three riders as to who could win, Reiser's name came up, as did the "Jeff Yoder Motors" of Williams and Glen Petty Jr.

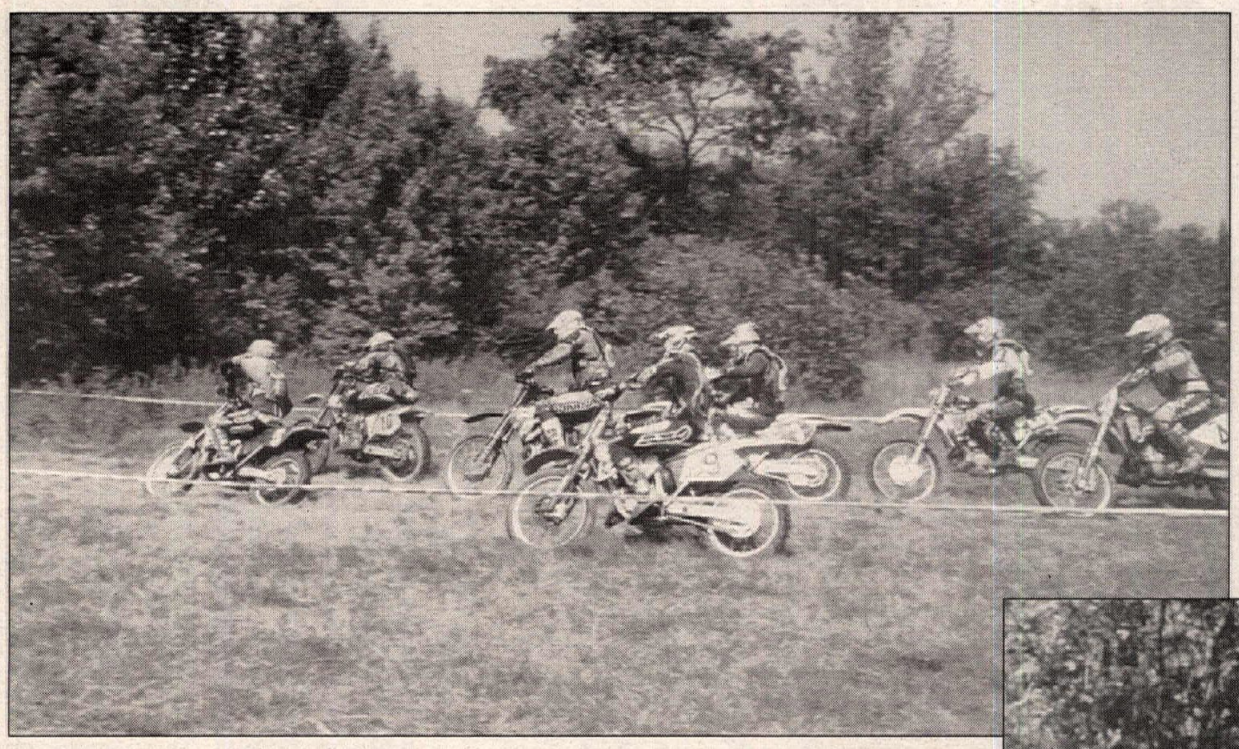
Williams and Reiser both got too much air over the first jump and couldn't improve on their second-run times, but Petty put it all together. "I just want to make Lou ride again," he said. Petty did a good job of keeping his bike low over the jumps and the gas on, but he couldn't stop Gerencer's winning streak. Petty's 5.013-second run did, however, move him to second ahead of Frazier. Gerencer appears to be on a Jeremy McGrath kind of roll and it will take a great ride by someone to slow his championship run down. CN

Muskegon Motorcycle Club
Norton Shores, Michigan
Results: August 4, 1996

540cc: 1. Terry Thompson (BSA); 2. Paul Pinsonnault (Hon); 3. Ted Wilkins (Rtx); 4. David Watson (Hon); 5. Scott McNeely (Hon); 6. Paul Lowe (Kaw); 7. Mike DeBusk (BSA); 8. Kevin Zucco (Kaw); 9. Roger McNeely (Yam); 10. Mike Pulver (Hon); 11. James Zucco (Kaw); 12. Bob Schreiner (BSA) 13. Ralph Kresger (Tri); 14. Doug Klont (Tri); 15. Paul Garrety (Kaw).

800cc: 1. Lou Gerencer (H D); 2. Glen Petty Jr. (H D); 3. Tim Frazier (Yam); 4. Tom Reiser (H D); 5. Rodney Williams (H D); 6. Jason Petty (Tri); 7. Harry Schreiber Jr. (HD); 8. Bob Castledine (H D); 9. Rodney Smith (BSA); 10. Willie Price (H D); 11. Randy Gabriel (H D); 12. Russ VanderVeen (H D); 13. Tommy Wells (Tri); 14. Mickey Dent (H D).

Upcoming Rounds:
Round 6 - Haydenville, Ohio, August 10
Round 7 - Monson, Massachussetts, August 18



(Left) P.J. Peculis (5) takes a slight lead, followed by Patrick Timothy (10), Josh McLevy (9), eventual winner Todd Levesque (3), and Randy McCann (4) as the Experts blast off of the line at the NETRA Downeast H/S. (Below) Tom Norton hung tough after some crashes to finish second overall, first AA.

Levesque steady to the end

By Cheri Alix
Photos by Nina Hallett

SEARSPORT, ME, AUG. 4

As Yamaha-mounted Todd Levesque watched riders get stuck and crash all around him on the tight, muddy Downeast Hare Scrambles course, he held a steady pace to card his third win of the NETRA Hare Scrambles series this season. Tom Norton came back from an early crash to card a second-place finish, while P.J. Peculis finished third.

The Downeast Hare Scrambles is held on a ridge overlooking Penobscot Bay centered between Bar Harbor and Rockport, Maine. The course was the same as last year's - a six-mile run though fields, tight, rock-filled woods then down some open two-track trail - but run in the opposite direction. The running direction wasn't the only contrast to last year's event either - this year was wet. Hurricane Bertha hit the area in July, completely saturating the ground with over seven inches of rain. The once fun and ridable trails were now nothing but bottomless mud-filled ruts. The fields were still wet, oozing water with every step.

By the time all the Novice riders finished the event and those who were stuck had been removed from the woods, it was nearly 2 p.m. As a result, the originally scheduled seven-lap Expert/Amateur event was cut back to six laps. At 1:48 the flag was dropped, with GP Racing's P.J. Peculis taking the holeshot, followed by C-Cycle/Stehley's Patrick Timothy, Dave Gunn, Josh McLevy and Todd Levesque.

As the riders came out of the short wooded section and onto the grass track for the first time, Peculis and Timothy were still leading the way, but Brian Tucker had moved into third. Levesque, McLevy and Norton followed.

The front runners all remained in a tight pack through the first two field sections and into the woods. Once they hit the woods, however, Brian Tucker hit a rut and crashed. He was the first of many to fall. As he went down, his footpeg got stuck in Tom Norton's bike, causing Norton to go down as well. Norton was up quickly and had only been passed by Randy McCann.

Out in front, Peculis and Timothy were also doing their share of crashing. As a result of their mishaps, Ronnie's Cycle/Pirelli Tire/Tech Tubes' Levesque took over the lead. Then, as the riders crossed the final field section into the woods, it was McCann's turn to crash. McCann endoed on a root and Norton, who was riding too closely, got McCann's rear wheel stuck between his radiator and gas tank. The two riders ended up in a heap as the rest of the pack sped by.

Levesque seemed to be the only one to make it around on the first lap without crashing and by the time he came by he had a 30-second lead over second-place Peculis. Back another 12 seconds was Manchester Honda's McLevy. Norton and Tucker rounded out the top five.

By the second lap, the leaders were already starting to run into lapped riders - many of whom were stuck. Most of the track was tight, one-line, first-gear trail, where you just had to be patient and wait for a passing opportunity. Levesque took his time picking his way through the masses and increased his lead to more than one minute over now-second-placed McLevy.

Norton, too, was being conservative and trying to stay on his bike. By the end of the second lap, he had moved up to third place but was only seconds ahead of Peculis. Tucker was still holding onto fifth place with Gunn close behind.

The riders continued to trade places throughout the third lap as each took turns getting stuck or sliding out. Levesque held the gas on and increased his lead with every lap. Norton did his best to catch up with Levesque and passed McLevy for second as McLevy was coming out of the pits. The pair battled it out for third place with Peculis taking the position by only a second.

By the fourth lap it was obvious that the field of riders was beginning to thin out. No one seemed to be having any fun wrestling his bike through the mud. Timothy had been running in the top seven until he hit a tree with his hand and finally called it quits. Opting not to cause any more damage to his body or bike, McLevy also called it quits at the end of the fifth lap.

Levesque, on the other hand, held his ride together for the entire event to take the win, his third this year. Yamaha/Team Mirage/Scott's Norton took second, followed by Peculis and Gunn. Rounding out the top five was 250cc Expert rider Rick Claxton. Claxton took the Expert-class overall but not without a long battle with fellow 250cc rider Arthur Menzell and Yamaha 125cc rider Ken Law. The three spent the first four laps within seconds of each other. On the fifth lap, Claxton was finally able to break free and take the win. Law settled for the 125cc Expert-class win and sixth place overall. Menzell finished 11th overall.

The Junior event ran first at 9 a.m. No one from the mini or women's class made all four laps. These classes normally run for one hour, but with the conditions as they were, it was over one and a half hours before leader Brian Lawson came around to take the checkered flag. Lawson took the win with only 45 seconds over second-place Jesse Berthinaume. Mike Peristere took the Mini-class win with a 40-second lead over runner-up Rob Rowe. Like the preceding classes the Novice event ran long as well. Many riders who were used to only riding one and a half hours called it quits after only four laps. Riders were also getting stuck in the woods, with some bikes sunk up to seat level. After nearly two and a half hours of racing, it was Craig Kuzia taking the Novice overall on his 125cc Suzuki. Kuzia had a lead of 3 minutes, 40 seconds over second-place finisher and Four-Stroke class winner, John Morrison. CN

Downeast Hare Scrambles
Searsport, Maine
Results: August 4, 1996 (Round 9 of 16)

GRD CHMP: Todd Levesque (Yam).
O/A A: Rick Claxton (CRE).
O/A B: Chad Richardson (Yam).
O/A C: Craig Kuzia (Suz).
AA: 1. Tom Norton (Yam); 2. P.J. Peculis (Yam); 3. Dave Gunn (KTM); 4. Brian Tucker (KTM).
250 A: 1. Arthur Menzel (Kaw); 2. Rory Eastman (Hon); 3. D.J. Lis (Hus); 4. Justin Provencal (Kaw).
200 A: 1. Kenneht Law (Yam); 2. Hans Neff (KTM); 3. Paul Blanquart (Yam); 4. Luke McNeil (Kaw); 5. Brett Costello (Yam).
VET A: 1. Russ Bain (Hon); 2. David Rucnicki (Hon); 3. Norm Turnburg (Yam).
OPEN A: 1. Bill Haelsen (CRE); 2. Douglas McKinnon (KTM); 3. Roger Billharz (KTM).
4-STRK: 1. Robert White (Kaw); 2. Pat Fogarty (Hon).
250 C: 1. Shannon Vares (Hon); 2. Peter Gravelle (Suz); 3. Patrick Armstrong (CRE).
200 C: 1. Al Joachim (Kaw); 2. David Popielski (Kaw); 3. Frank Smerozynski (Kaw).
125 C: 1. Joe Sullivan (Hon); 2. David Corrao (CRE); 3. Zephyr Belski (Yam); 4. Tom Felton (Yam); 5. Michael Bushey (Suz).
4-STRK C: 1. John Morrison (Hon); 2. James Walsh (Hon); 3. Tom McCurdy (Yam); 4. David Smith (Hon).
VET C: 1. James Menard (Yam); 2. Michael Litwin (Kaw); 3. Bruce Brown (Kaw).
SR C: 1. Gary Cheney (Yam); 2. Paul Dyer (ATK); 3. Jerome Ryan (Hon); 4. Charlie Kennedy (Suz); 5. Michael Stebben (Hus).
JR: 1. Brian Lawson (Yam); 2. Jesse Berthiaume (Kaw); 3. Drew Carpenter (Yam); 4. Eric Rougeau (Yam); 5. Jim Wesolowski Jr. (Yam).
MINI: 1. Mike Peristere (Yam); 2. Rob Rowe (Kaw); 3. Brian Wozniak (Yam); 4. Robert Langenback (Hon); 5. Brian Choquette (Hon).
WMN: 1. Michelle McKinnon (Kaw); 2. Amanda Young (Kaw); 3. Dawn Silvia (Kaw).

Upcoming Rounds:
Round 10 - Union, Connecticut, August 18
Round 11 - Cheshire, Massachusetts, August 25

(Above) Dennis Sweeten won both the Expert and Vintage Classes at the Drift Creek Dabber in Mulino, Oregon.
(Left) Nick Vargo (73) pushes his way to the Senior Mini win at Shelby Motorsports Day in Forest City, North Carolina.

Sweeten tastes victory at Mulino Trials

By Russ Gazier

MULINO, OR, JULY 28
Dennis Sweeten pulled off an unusual feat, winning two different classes in the Columbia Observed Trials Association's 18th Annual Drift Creek Dabber, taking both the Expert class and the recently inaugurated Vintage class.

Sweeten, a former professional motocross racer, was favored to win the Expert class and did so convincingly, collecting only 47 penalty points over a tough 10-section, three-loop course. Sweeten's performance in Vintage was at least as impressive, stopping, hopping and balancing a clunky old Bultaco to first place with a miniscule three points over the same course as the Intermediate class.

COTA has two "Vintage" classes, one for old motorcycles ('70s and older) and one, the Senior class, for chronologically challenged riders (over 35). Dave Spenst turned in a fine nine-point ride to win the Senior class, which also used the Intermediate sections.

Dan Dwyer and Blake Landon, in the Advanced class, didn't decide first place until late in the last loop. Another really tight finish was in Intermediate, where every time one of the top riders dabbed he had lost another position. Mike Kerr, Torry Leftridge and Bob Reed ended with just a point separating each of the top three finishers.

Trials marshal Kary Krahel described the event: "This is the best attended COTA meet this year both for riders and spectators. I took some trials bikes to a couple of local motocross events and handed out flyers. A lot of the spectators had never seen a trials event, and were just about blown away by what some of these guys can do with a motorcycle."

Results

EX: 1. Dennis Sweeten (Bet) 47; 2. Kevin Krahel (Bet) 73; 3. Jay Terry (G-G) 87.
ADV: 1. Dan Dwyer (G-G) 58; 2. Blake Landon (Bet) 62; 3. Chad Atkeson (Bet) 79.
SR: 1. Dave Spenst (G-G) 9; 2. Bill Eckstein (G-G) 22; 3. Dale Tollefson (G-G) 23.
IN: 1. Mike Kerr (G-G) 30; 2. Torry Leftridge (Bet) 31; 3. Bob Reed (Yam) 32.
VINT: 1. Dennis Sweeten (Bul) 3; 2. Scott Stewart (Bul) 19; 3. Ian Hamilton (Bul) 47. NOV: 1. Walt Wooly (G-G) 19; 2. Andy Kerr (Bul) 32; 3. Don Hubbard (G-G) 34.

Vargo victorious at Cathey's Creek Motocross

By Barbara Williams.
Photos by Loren Williams.

FOREST CITY, NC, JULY 28
Nick Vargo aced all four motos of Senior Mini and Super Mini and his dad Carl finished second in 30+ A at Shelby Motorsports Day at Cathey's Creek Motocross.

Nick Vargo took the early lead in moto one of Senior Mini, but hard-charging Brannon Ferguson suckered him in a corner and took command. Lap after lap, Ferguson held off Vargo's challenges and looked to have things under control. But coming through the new hilltop section for the last time, Brannon's KX slipped out from under him, handing the lead and the moto win to Nick. Jeremy Hill, Matt Blevins and Jason Mayberry filled out the first-moto top five.

The second outing of Senior Mini was all Vargo's, and the rest of the top four remained the same except for Mayberry, who fell and was replaced by Ferguson's younger brother Chris.

Super Mini racing featured a continuation of the Vargo/Ferguson battle, with Brannon coming close several times, but at the checkers it was Vargo in both motos.

Carl Vargo found himself following fast-guy Nicky Baker in both outings of 30+ A. In the first moto, Carl seemed to be assured of a second-place finish, but a miscue in a still-slick section put a surprised Ricky Joyce in second instead.

"I've been riding in the woods for over a year now," Joyce, a former Vet A-class powerhouse. "If Donny Yelton would plant some trees in the middle of the track, it would make me feel more at home. "

Vargo took advantage of the improved traction in his second moto to keep Joyce behind him, securing second overall to Baker's win.

Results

50 (4-6): 1. Brandon Large (LEM); 2. Matthew McDaniel (KTM); 3. Tyler Clarkson (Hon); 4. Brooke Joyce (Yam).
50 (7-8): 1. Kassie Wilks (LEM); 2. Derek Pitzer (KTM); 3. Chris Blake (LEM); 4. Alex Nelson (KTM); 5. Patrick Morris (Hon).
65 (7-9): 1. Caleb Benton (Kaw); 2. Joshua Schmitt (Kaw); 3. Kassie Wilks (Kaw).
65 (10-11); 1. Wade Cordell (Kaw); 2. Devin Pitzer (Kaw); 3. Todd Allen (Kaw).
80 D BEG: 1. Josh Sutton (Yam); 2. Willy Baker (Kaw); 3. Brandon Ellenburg (Suz); 4. Matt Greene (Hon); 5. Jason Mayberry (Kaw).
JR MINI: 1. Willy Baker (Kaw); 2. Wade Cordell (Hon); 3. Brandon Ellenburg (Suz); 4. Caleb Benton (Kaw); 5. Kassie Wilks (Kaw).
SR MINI: 1. Nick Vargo (Hon); 2. Brannon Ferguson (Kaw); 3. Jeremy Hill (Hon); 4. Matt Blevins (Hon); 5. Chris Ferguson (Kaw).
S/MINI: 1. Nick Vargo (Hon); 2. Brannon Ferguson (Kaw); 3. Chris Ferguson (Kaw).
SCHBY: 1. Clark McCalister (Suz); 2. Adam Patterson (Yam); 3. Keith Graham (Suz); 4. Robbie Honeycutt (Hon).
125 A: 1. Jim Chester (Suz).
125 B: 1. Rodney Wise (Suz); 2. Jason Thompson (Kaw); 1 25ccC: 1. Aaron Ellenburg (Suz); 2. Mal Epps (Hon); 3. Clark McCalister (Suz); 4. Jerry Strange (Hon); 5. Heath Landis (Kaw).
125 D: 1. Tracy Owens (Hon); 2. Mark Greene; 3. Evan Owenby (Suz); 4.); 4. Ryan Hall (Hon); 5. Chad Perry.
250 A: 1. Jim Chester (Suz); 2. Tilden Styron (Suz); 3. Aaron Bollinger (Hon); 4. Paige Hilliard (Hon).
250 B: 1. Furman Parton (Hon); 2. Glen Chase (Kaw); 3. Jason Thompson (Kaw).
250 C: 1. Jay Taylor (Hon); 2. Antohny Orr (Hon); 3. Terry Ware (Hon); 4. Aaron Ellenburg (Suz); 5. Daniel Reese (Hon).
250 D: 1. Joey Price (Hon); 2. Criag Tackett (Kaw); 3. Mark Smith (Yam); 4. Jamie Cothran (Yam); 5. Kyle Grant (Yam).
25+ A: 1. Jim Chester (Suz); 2. Aaron Bollinger (Hon); 3. Nicky Baker (Hon); 4. Greg Smith (Hon).
25+ B: 1. Furman Parton (Hon); 2. Glen Chase (Kaw); 3. Dale Woody (Hon); 4. Greg Smith (Hon),
25+ C: 1. Mitch Libera (Yam); 2. Mike Morgan (Suz).
30+ A: 1. Nicky Baker (Hon); 2. Carl Vargo (Hon); 3. Ricky Joyce (KTM).
30+ B: 1. Greg Smith (Hon).
30+ C: 1. Roger Arnold (Hon); 2. Bobby Davis (Yam); 3. Kyle Grant; 4. Christopher Clements (Hon); 5. Ron Blais (Kaw).
35+: 1. Roger Arnold (Hon); 2. Larry Trimnal (Suz).
U/L AM: 1. Dale Woody (Hon); 2. Jason Thompson (Kaw).
U/L C/D: 1. Aaron Ellenburg (Suz); 2. Jerry Strange (Hon); 3. Craig Tackett (Kaw); 4. Tracy Owens (Hon); 5. Chad Perry.

Casano cashes in at Castaic Motocross

By Paul Kellen

CASTAIC, CA, JULY 27
Peter Casano took the overall win in the Over 25 Intermediate class at the inaugural race of Castaic Lakes MX's all-new track design, earning the win by way of his 1-2-1 moto finishes.

The race featured a three-moto format, giving every rider plenty of track time. When the gate fell for moto one, Rick Jacobson timed the gate perfectly and nabbed the holeshot, followed closely by Casano and Manny Del Campo. By the end of lap one, Casano was on Jacobson's rear wheel. Casano squeaked by on lap two and quickly opened up a two-second lead by becoming the only rider in his class to triple the new quad jump. The moto finish saw Casano claiming the moto win, with Jacobson, Del Campo and Dorsey finishing in second through fourth, respectively.

Moto two saw Dorsey nab the holeshot, with Jacobson and Casano in tow. Casano found his way past Jacobson and closed on Dorsey, making the pass for the lead over the quad jump. Casano was able to open up a slight lead, but Dorsey and Jacobson managed to keep him in sight and closed the gap in the finishing laps. All three riders were bunched together on the last lap, but as they approached the last turn before the finish-line double, Dorsey found extra drive out of the corner and managed to nip Casano at the finish.

Jacobson again nabbed the holeshot in the final moto, this time with Casano and Del Campo in tow. Jacobson, determined not to be passed, went for the triple on the quad jump and managed to hold off Casano for several laps. However, using the same line that Dorsey used to beat him the moto before, Casano got extra drive coming out of the corner before the finish line double and cut underneath Jacobson over the jump on lap three. Dorsey, meanwhile, was mired in midpack from stalling his bike in the first laps of the moto. Casano was first across the finish line, followed by Jacobson in second, Del Campo in third and Dorsey in fourth. Casano's 1-2-1 moto scores were good enough to beat Jacobson's 2-3-2 score for the overall win.

The 125cc Beginner class saw J.J. Bonanno sweep all three motos with big leads and three holeshots. Armen Uawson and Mike Miller were the only riders with any hope of catching Bonnano, but were unable to keep him in sight.

Results

P/W: 1. Bryan Hatchiff (KTM); 2. ScottDeCoste (KTM); 3. Colton James (KTM); 4. Zack Williams (Yam); 5. Justin Eubanks (Yam).
60: 1. Brian Broussard (Kaw); 2. Brady Hatchiff (Kaw).
80 BEG: 1. Richard Eubanks (Yam); 2. Breff Mantian (Yam); 3. Adam Taki (Suz); 4. Steven Colsen (Yam).
80 NOV: 1. Chris Nihan (Suz); 2. J.R. Terry; 3. Mike Meadows (Hon); 4. Bobby Steffan (Suz).
80 EX: 1.Geremias Israel (Yam).
125 BEG: 1. J.J. Bonanno; 2. Armen Uawson (Kaw); 3. Mike Miller (Hon); 4. Rafel Means (Yam); 5. Joey Allen (Suz).
250 BEG: 1. Jared Ritchie (Hon); 2. Jason Ordman (Kaw).
125 NOV: 1. Mike Wilson (Kaw); 2. Bob Arons (Suz); 3. Nick Scoff (Suz); 4. Brad Terry (Hon); 5. Brain Terry (Hon).
250 NOV: 1. George Lamonte (Suz); 2. Pat Wade (Kaw).
125 INT: 1. Dan Eckman (Hon); 2. Jason Wood (Hon); 3. Damon Bivens (Yam); 4. George Lamonte (Suz); 5. Ito Posca (Kaw).
250 INT: 1. Chris Allen (Suz); 2. Rick Jacobson (Hon); 3. Peter Casano (Hon); 4. Bryan Dorsey (Hon); 5. Dan King (Yam).
25+ BEG: 1. Teddy McTodddge (Hon); 2. Brad Piefto (Suz); 3. Bill Meskew (Kaw);
25+ NOV: 1. John Murray (Yam).
25+ INT: 1. Peter Casano (Hon); 2. Rick Jacobson (Hon); 3. Bryan Dorsey (Hon); 4. Manny Del Campo (Yam).
VET BEG: 1. Ron Wade (Kaw); 2. Brian Broussard (Suz); 3. Joe Regan (Suz); 4. Scott Mountain (Yam); 5. Ron Clawson (Kaw).
VET NOV: 1. Paul Kelien (Yam); 2. Clay Friedman (Hon); 3. George Jimenez (Kaw).
VET INT: 1. Joel Harrioft (Yam).
VET EX: 1. Richard Burch.

Smith, Bushey bag CRC MX wins

By Greg Robertson

PALMDALE, CA, JULY 13
Travis Smith and Danny Bushey dominated the 125cc Novice and 125cc Beginner classes, respectively, during the California Racing Club's Saturday night motocross at Los Angeles County Raceway.

Scott Priputen put his YZ125 at the front of the pack to lead Smith, Wesley Dell and Garrit Ordelman as the first 125cc Novice moto got started. Priputen's lead lasted almost a lap before Smith found a faster line through the whoops just before the finish line jump to make the pass. Smith quickly put a one-turn advantage between himself and Priputen as Priputen started being challenged by Ordelman. Smith would continue on for the seemingly effortless first moto win. Ordelman dogged Priputen up until the next-to-last lap when he went down in the sand and dropped back to finish ninth. Priputen greeted the checkers in second ahead of Dell, Rob Healy and Dave Pedrow.

With a little extra time in the program and with the race being the last one on the schedule, it was decided the second moto would be a 20-lap affair. This didn't seem to bother Smith at all. After outjumping Healy for second place on the opening lap, then knifing under Priputen a lap later, the question of who would win the extended race was pretty much answered. Smith simply motored away from the field on his AXO/FMF/Smith Chiropractic/A.V. Kawasaki-Yamaha/Gatorz-backed KX125 for the convincing win. After 20 laps Priputen was all alone in second, with Healy, Pedrow and Dell rounding out the top five.

Bushey was just as impressive in the 125cc Beginner class, grabbing the early first moto lead and stretching it to nearly 15 seconds over Nathan Jones by the checkers. Round two was more of the same with Bushey nailing the holeshot and leading every inch of the moto. Jones picked up the pace and kept Bushey in sight en route to another second place finish. Justin Witcher used a 3-6 score to top Masashi Motohashi's 5-5 rides for third overall.

Results

P/W (0-6): 1. William Ballestro (Yam); 2. David Medina (Yam); 3. Shawn Butler (Yam); 4. Ken Slater (Yam); 5. David Armitage (Yam).
P/W (7-9): 1. Zack Williams (Yam).
S/STK (0-6): 1. Tanner Langham (KTM); 2. Jake Hulett (KTM); 3. Mathew Richardson (KTM); 4. Steve Cerda (KTM); 5. Cole Pugmire (KTM).
S/STK (7-9): 1. Jonathan Arana (LEM); 2. Douglas Carter (KTM); 3. Timmy Ritzler (KTM); 4. Logan Holladay (KTM).

MOD (7-9): 1. Jonathan Arana (LEM); 2. Ryan Ferris (LEM); 3. Kyle Jenkins (LEM); 4. Kyle Stanback (LEM); 5. Riley Harper (LEM).

P/W BIG TRK: 1. Ryan Ferris (LEM); 2. Kyle Stamback (LEM); 3. Tanner Langham (KTM); 4. Matt Richardson (KTM).

60 BEG: 1. Robert Memoli (Kaw).

60 (0-8): 1. J.J. Noone (Kaw); 2. Ryan Ferris (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Anthony Barbacovi (Kaw); 3. Matt Fligg (Kaw).

80 BEG: 1. Dave Carter (Kaw); 2. Michael Parker (Hon); 3. Caleb Gosselaar (Kaw); 4. Cory Redenius (Kaw).

80 (7-11): 1. Shane Smith (Hon); 2. Sean Collier (Kaw); 3. Anthony Barbacovi (Yam).

80 (12-13): 1. Chris Tocco (Suz); 2. Todd Gosselaar (Hon); 3. Kit Kunath (Yam); 4. Dillon Olivas (Yam).

80 (14-16): 1. Christopher Gosselaar (Hon); 2. Brady Lambert (Suz); 3. Brent Gilliam (Yam); 4. John Simanovich (Suz).

125 BEG: 1. Danny Bushey (Suz); 2. Nathan Jones (Yam); 3. Justin Witcher (Hon); 4. Masashi Motohashi (Suz); 5. David Johnson (Suz).

125 NOV: 1. Travis Smith (Kaw); 2. Scott Priputen (Yam); 3. Rob Healy (Hon); 4. Wesley Dell (Suz); 5. Dave Pedrow (Hon).

125 INT: 1. Shawn O'Brien (Suz); 2. Scott Johnson (Suz); 3. Mike Collier (Kaw).

125 PRO: 1. Casey Lytle (Hon); 2. Chris Wheeler (Suz); 3. Marcelo Sanchez (Suz); 4. David Evilsizer (Suz); 5. Ryan Carlisle (Suz).

250 BEG: 1. Jason Fontes (Suz); 2. Michael Mahoney (Suz); 3. Dylan Rucker (Kaw); 4. T. Carlson (Hon); 5. John Rodgers (Hon).

250 NOV: 1. Alvin Zalamea (Suz); 2. Brent Greer (Suz).

250 INT: 1. Chris Allen (Suz); 2. Nick Mairose (Suz); 3. Robbie Dunham (Yam); 4. Ryan Pursley (Suz); 5. Colin Couto (Hon).

500 NOV: 1. Norm Schiel (Hon).

JR VET BEG: 1. Assaf Alush (Hon); 2. Eric Lathrop (Kaw); 3. Steve Sagely (Yam).

JR VET NOV: 1. Robert Baehr (Kaw); 2. Joe Casagrande (Yam); 3. Mike Embry (Yam); 4. Bob Gorman (Yam); 5. Gabi Abayou (Hon).

JR VET EX: 1. Tod Sciaqua (Suz).

VET BEG: 1. George Jimenez (Kaw); 2. Tim McEntee (Suz); 3. Ernie Diaz Greg Seuerson; 5. Brian Burt (Yam).

VET NOV: 1. Mike Licitra (Suz); 2. Bill Fullmer Jr (Kaw); 3. Darrell Sanders (Yam); 4. David Williams (Suz); 5. Larry Williams (Hon).

VET INT: 1. Bruce Tebo (Hon); 2. Ed Tripp (Hon): 3. Rob Healy (Hon).

VET EX-PRO: 1. Rich Truchinski (Hon); 2. Jon Zahrt (Yam); 3. Rodney Morrison (Hon); 4. Leo Saul (Kaw); 5. Eric Casas (Yam).

SR BEG: 1. Dennis Kinzebach (Hon); 2. Keith Chadwick (Hon); 3. Larry Kirsch (Hon); 4. Jeff Hawthorne (Suz); 5. Becky Gregg (Hon).

SR NOV: 1. Rick Bohannan (Kaw); 2. Ruthann Renaux (Suz); 3. Bob Breach (Suz); 4. Ress Benson (Hon).

SR INT: 1. Norm Schiel (Hon).

SR EX: 1. Randy Anderson (Yam); 2. Ken Renaux (Suz); 3. Bob Dunham (Yam).

SIDECARS: 1. Mike Burns/Bob Morgan (EML); 2. Pete Whitney/Scott Whitney (Hon): 3. Ed Hall/Brady Budd (Hon).

Sweany storms to GSC Arenacross win

By Rich Williams

BISHOP, CA, JULY 27

Seventeen-year-old Brian Sweany charged to 2-1 moto finishes and the 250cc Pro overall win as summer rain showers greeted riders and spectators alike during the first of three rounds in the GSC arenacross series held at the Bishop Fairgrounds.

David Barrett, pro motocrosser and stuntman from Mammoth Lakes, California, led the pack in the first Pro moto from the gate to the checkered flag despite the fact that up-and-coming newly turned pro, Sweany, was glued to Barrett's rear fender the entire moto. Barrett, however, stayed calm and rode flawlessly to take the first-moto win over Sweany by four seconds.

Moto two again saw Barrett grab the holeshot with Sweany in tow. On lap three, Barrett washed out on the rain-slicked course and handed over the top spot to Sweany. Barrett recovered quickly and proceeded to reel Sweany back in, but misfortune struck Barrett once more as he stalled his bike in the very same corner in which he had fallen two laps earlier. With the pressure off, Sweany put on a crowd-pleasing show for the second-moto victory and took the overall win. Barrett finished second.

Top Vet Intermediate (30+) honors went to Tom Bolton, via his come-from-behind 1-1 moto wins over Randy Gillespie. Gillespie holeshot both motos but was displaced to second in each moto by the hard-charging Bolton.

Results

P/W 50/70: 1. Kyle Baxendale (KTM); 2.Daniel Chandler (KTM); 3. Matthew Clair (Yam); 4. Christina Gillespie (Yam).

P/W 80: 1. Fletcher Burrowich (Yam); 2. Richard Marahant (Yam); 3. Kevin Eberle.

P/W 60: 1. Nicholas Burson (Kaw); 2. Kyle Foltz; 3. Rick Chandler.

RX 100: 1. Matt Lefever

VET NOV (30+): 1. Murray Miller (Kaw); 2. John Meller (Hon); 3. Dave Shelton; 4. Spike Jackson; 5. Ed Escoto.

VET INT (30+): 1. Tom Bolton (Yam); 2. Randy Gillespie (Yam).

SR NOV (40+): 1. Gregg Humber (Yam); 2. Marion Davis (Yam); 3. David Burson (Kaw); 4. Bill Lefever.

80 BEG: 1. Jesse Jackson (Yam); 2. Berek Banta (Kaw); 3. Jordan Burroughs (KAW); 4. Kyle Foltz (Hon); 5. Adam Cepeda (Yam).

80 JR: 1. Rocky Audenried (Kaw); 2. Nicholas Burson (Suz).

80 INT: 1. Bob Beaupre (Yam).

125 BEG: 1. Jeff Coffman (Yam); 2. Justin Wilbur (Hon); 3. Josh Kauffman (Yam);

4. Ryan Baxendale (Suz); 5. Landon Pack (Suz).

250 BEG: 1. Matt Kile (Kaw); 2. Matt Baker (Suz); 3. Jeroniie Sorhouet (Hon); 4. Michael Tyner (Hon); 5. Wes Huffman.

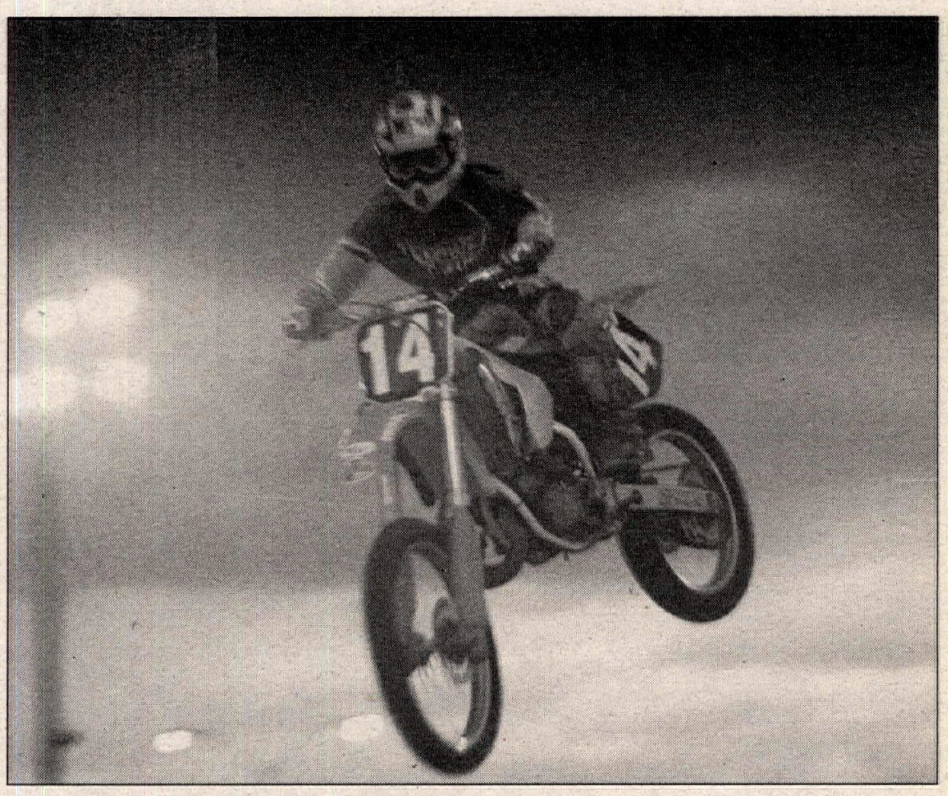
250 JR: 1. Rich Powell (Yam); 2. Chad Banta (Hon); 3. Barry McCoy.

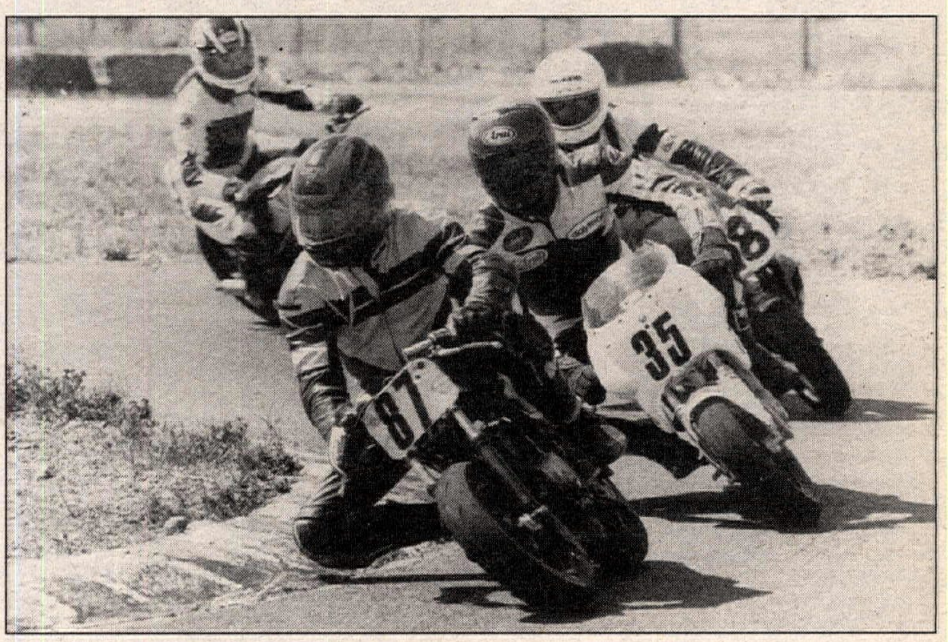
125 JR: 1. Jason Clark (Suz); 2. Bob Beaupre (Suz); 3. Marshall McCoy.

250 INT: 1. Dean Davis (Hon); 2. Stanton Barrett (Yam).

125 INT: 1. Ray Marshall (Yam); 2. Steve Marty.

(Right) Brian Sweany triples on the back of Bishop Fairground Arenacross in Bishop, California, one of only two riders to triple the jump on his way to the overall 250cc Pro win. David Barrett, the only other rider to triple the jump, finished second overall in the 250cc Pro class. (Below Right) Erik Weller (87) leads Tony Spinks (35) and Don Clinger (partially obscured) through turn two of the Prairie City NCMRRA Mini Road Race's Novice Superbike Main Event, held in Rancho Cordova, California. Weller went on to win the event, followed by Clinger in second and Spinks in third.





80 INT: 1. Bob Beaupre (Suz).

250 PRO: 1. Brian Sweany (Hon); 2. David Barrett.

Weller wins at Prairie City RR

By Gary Buth

RANCHO CORDOVA, CA, JUNE 30

Erik Weller rode to victory in the Novice Superbike main event during round seven of the NCMRRA mini road race series, held at the Prairie City track in Rancho Cordova, California.

Weller launched off the line in first position, followed by Tony Spinks, Don Clinger and Sam Merlino, the field of riders falling into single-file position as the pack flowed through the first three corners.

In midpack,Thomas Alldredge, Steven Myers and Mark Wurtzel battled for early positions after dropping into line through turns three and four. Spinks got a surprise from a spirited Clinger, who - unsatisified with third position - got by and took over second place. With Clinger and Spinks doing battle for second, Weller continued his command in front, pulling slightly away from the field.

Sitting in fourth place was Sam Merlino, soon to come under pressure from a hard-charging Alldredge. Alldredge was not content to sit back in fifth, and soon separated himself from Myers and Wurtzel and began to steadily make up the ground neccessary to challenge Merlino for fourth.

Weller continued to dominate out front as Spinks and Clinger fought hard over second place. Spinks got by Clinger only to have Clinger charge hard in the corners and use late braking to show him a wheel and swap positions. As the race came to a close, Weller rode to a sure victory while the other riders continued to battle through the final corners.

Alldredge got by Merlino in the back section of the course, securing fourth place. Approaching the main straight after the final turn, Clinger found what he needed to nip Spinks at the line and take the hard-fought second-place position after what was certainly the best battle of the race.

Results

STK: 1. Tim Rush (Yam); 2. Michael Hamas (Yam); 3. Jerry Johnson (Yam); 4. Ken Takeda (Yam); 5. Sam Johnson (Yam).

S/SPRT: 1. Jerry Johnson (Yam); 2. John Daker (Yam); 3. Art Martinez (Yam); 4. Miles McGowan (Yam); 5. Steven Andersen (Yam).

S/BK: 1. Jerry Johnson (Yam); 2. Michael Hannas (Yam); 3. Tim Rush (Yam); 4. Brian Shon (Yam); 5. Miles McGowan (Yam).

80 GP: 1. Tim Rush (Suz); 2. David George (Suz); 3. Mike Cullen (Kaw).

B/W: 1. Ron Hipkiss (Hon); 2. Dan Merlino (Suz); 3. Bill Rogers (Hon).

VET OPEN: 1. Michael Lynn (Yam).

VET MOD: 1. Geoff Eppes (Yam); 2. Miles McGowan (Yam); 3. Art Martinez (Yam); 4. Ted Durham (Yam); 5. Kevin Peet (Yam).

WMN: 1. Sam Merlino (Suz); 2. Kathy Reilly (Yam); 3. Laura Douglas (Yam); 4. Barb Landry (Yam); 5. Misty Delgadillo (Yam).

NOV STK: 1. Tyler Carson (Yam); 2. Jack Alexander (Yam); 3. John Velcamp (Yam); 4. Misty Delgadillo (Yam).

NOV S/SPRT: 1. Steven Myers (Yam); 2. Don Clinger (Yam); 3. Tim Clayton (Hon); 4. Marcos Enriquez (Yam); 5. David Potts (Yam).

NOV S/BK: 1. Erik Weller (Yam); 2. Don Clinger (Yam); 3. Tony Spinks (Yam); 4. Thomas Alldredge (Yam); 5. Sam Merlino (Suz).

NOV T/D: 1. Don Clinger (Yain); 2. Thomas Alldredge (Yam); 3. Erik Weller (Yam); 4. Mark Wtirtzel (Yam); 5. David Potts (Yam).

Randt rules Mosquito Classic Enduro

By Kern Burden

LEOTA, MI, JULY 21

Alan Randt took the overall win at the second annual Buzzard M/C-sponsored Mosquito Classic Enduro. The third stop of the AMA District 14 Enduro Series produced the third different winner as the KTM/Enduro Engineering/Lansing Cycle/MSR/Bridgestone-sponsored Randt found his way through the woods quicker than the rest of the field.

"It was a good enduro, tough but good," he said. "I don't think the C riders liked it, they checked you in and checked you out, the fastest through the woods wins." Randt indeed proved fastest by dropping 29 points.

Chasing Randt all day and finishing second was Scott Luca. The Jack's Cycle World/Sprocket Specialist/X-treme-sponsored racer kept Randt honest with a score of 33. Third went to Blair Bersano with a 47, while Jon Eric Burleson and Don Metz rounded out the top five with scores of 48 and 50.

The club wanted to lay out a good old-fashioned national caliber event and it succeeded. Using old Porcupine National and Lame Duck trails, numerous checkpoints and little ORV connectors, the course took points from the AA riders and let the most diligent C riders stay on their hour. Tight woods, overgrown clear-cuts, stumps and a large helping of downed logs kept racers on their toes. The unwary usually found themselves launched over the bars by some unseen obstacle. High ferns, low branches and dust combined to make visibility a big factor.

The 10 minutes of free time given right after the first gas stop put virtually everyone back on time, but it was short lived. The trail became even more demanding on the way to the main gas stop at 54.8 miles. Most B and C riders lost so much time, they had to ride right through the resets, setting up a survival run to the finish. The C riders had their day mercifully end at 76 miles while everyone else soldiered on to the second gas stop Here, at the 100-mile marker, the B riders finished up. The A riders gassed up and prepared for a 15.2-mile sprint to the finish that would eliminate the need for tie breakers.

Through it all, Randt stayed on the gas to record his first win of the season. While the winners savored their victories, everyone else loaded up to get ready for round four at the Jack Pine in two weeks.

Results

GRND CHMPN: Alan Randt (KTM).

H-PT AA: Scott Luca (KTM).

H-PT A: Richard Scharphorn (KTM).

H-PT B: Tom Jonkheere (KTM).

H-PT C: Kurt Maurer (Suz).

AA: 1. Don Metz (KTM); 2. Aaron Barth (KTM); 3. Ron Scharphorn (KTM); 4. Kevin Vollmar (Suz); 5. Rod Benjiman (Hon).

200 A: 1. Corey Parlin (Yam); 2. Brad Lowe (Kaw); 3. Jessy Hintz (Kaw); 4. Mark Becker (Yam).

250 A: 1. Blair Bersano (KTM); 2. Steve Vollmar (Suz); 3. Fred Stevens (Hon); 4. Todd Bennett (KTM); 5. Brian Marr (Hon).

Open A: 1. Todd Weaver (KTM); 2. Jeff Hall (KTM); 3. John Hoffman (Hbg) 4. Steve Bacon (Hon); 5. Kirk Tolly (KTM).

4-STRK A: 1. Jon Eric Burleson (Kaw); 2. Jon Funkhauser (Hon); 3. Terry Sanderson (Hon); 4. Doug Hodge (Hon).

Vet A: 1. Vic Flegel (Kaw); 2. Scott Curtis (Kaw); 3. Bill Holoweski (Hon); 4. John Rydquist (KTM); 5. Keith Schneider (Kaw).

SEN A: 1. Bob Nichols (KTM); 2. Ron Sampson (KTM); 3. Dennis Gale (KTM); 4. Dan Tassier (KTM); 5. Don Trucks (Yam).

S/SEN: 1. John Bombyk (Yam); 2. Marc Neiner (Kaw); 3. Cornelius Scharphorn (KTM); 4. Carl Scharphorn (KTM); 5. Gene Bechtel (Kaw).

200 B: 1. Terry Wanstead (Kaw); 2. Kevin Schubbach (Kaw).

250 B: 1. Scott Burnham (Yam); 2. Mike Grimm (Hon); 3. Derek Alberson (KTM); 4. Matt Merryfield (KTM).

OPEN B: 1. Scott Diment (ATK); 2. Paul Zalac (KTM); 3. Mike Drozdrowski (KTM); 4. Dave Krick (Hon); 5. Jim Payne (KTM).

4-STRK B: 1. Steve Parker (Hon); 2. Dave Hutchinson (Hon); 3. Jerry Weldy (Hon); 4. Nick Zambon (Kaw); 5. Kern Burden (Hon).

VET B: 1. Brad Burrows (KTM); 2. Mike Martin (KTM); 3. Anthony Cogdill (Hon); 4. Brian Leach (Kaw); 5. Brian McMahan (KTM).

SEN B: 1. Clint Southworth (KTM); 2. Larry Hekman (KTM); 3. Gordon Bukowski (Yam); 4. Jim Miller (KTM); 5. Sam Boullion (Kaw).

200 C: 1. Steve Combs (Kaw); 2. Randy O'Dell (Yam); 3. Ken Contois (Kaw); 4. Jim Stanley (Kaw); 5. Duane Lemoine (Kaw).

250 C: 1. Bruce Valentine (Yam); 2. John Hutchins (Kaw); 3. Shaun Dennan (KTM); 4. Art Hoffmeyer (KTM); 5. Jason Roerig (KTM).

OPEN C: 1. Philip Baudue (KTM); 2. Darren Blades (Kaw); 3. Gary Travis (KTM); 4. Matt Near (KTM); 5. Jason Carns (Hon);

Reynolds, Masters score at Tuskegee Supercross

By Hugh Gatlin

TUSKEGEE, AL, JULY 21

Louie Reynolds and Jon Masters rode to victory at Tuskegee SX in Tuskegee, Alabama, Reynolds shot off a hard practice spill to swap moto wins with Brad Taylor and grabbed first place in

(left) Doug Whelan (1) leads Bruce Dexter (77), Adult Mini class winner Joel Sabin (100) and Jerome Craig (211) while on his way way to a second-place finish in the Adult Mini class. Whelan followed his second-place finish with victories in both the Semi-Pro Adult Mini and 200cc classes.
(Below left) Kevin O'Connell leads James Volmer (742) and John Clifford (104) in the fifth, sixth and seventh positions of the Veteran Amateur race, while at the front of the pack, Tracy Travis took the win over Jim Cole and Randy Schmaurd in the Colorado Sports Riders Association's event, held in Colorado Springs, Colorado.

125cc C action while Masters made himself the Iron Man of the day by dominating the 85cc (12-15) competition and finishing a strong second in the 125cc C class.

Masters got on the line in the first 125cc B/C combined moto and pulled a surprise holeshot. Mark Ragsdale quickly moved out front with Taylor in tow while Reynolds, who started in the middle of the field, was on the move. Ragsdale went down, giving the win to Taylor and second place to Reynolds.

Masters beat the bigger bikes to the first turn again in the second heat, carving out a five-second lead and pulling away, only to go down in a banked berm. Reynolds grabbed the lead and kept it to the end, while Masters dived deep into the last turn to try to knock Taylor out of second, but had to settle for third by inches.

In the first 85cc moto, Masters hit the outside berm and railed his way to the holeshot. Allen Montgomery gave chase, but there was no catching Masters.

Dave Robel put his CR125 out front in the first Over 30 moto and tried to break away from Mike Hamilton, but by the second lap Hamilton had closed in on Robel. The pair nailed the 40-foot triple jump handlebar-to-handlebar, with Hamilton sweeping past in the next turn and steadily pulling away. Jeremy White claimed third at the moto's end.

It was Hamilton's turn to take the point at the start of the second race. Robel gated poorly and was buried in the pack while Hamilton disappeared out front. White held down second as Robel caught fire and went from fifth to second position in just two turns. White lost touch with the leaders when he ran off the track at the end of the front straightaway, and Hamilton earned another win over Rober.

Results

50 (7-11): 1. Cole Boutwell (Cob); 2. Christian Gibney (Cob); 3. Bryan Milligan (Cob); 4. Jacob Morrell (Yam).
50 (4-6): 1. Kaisey Boutwell (Yam).
60 (7-11): 1. Cole Boutwell (Kaw); 2. Thomas Rollo (Kaw); 3. Terry Chambley (Kaw); 4. Bryan Milligan (Kaw); 5. Christian Gibney (Kaw).
85 (12-15): 1. Jon Masters (Yam); 2. John Bedlole (Hon); 3. Daniel Faulk (Kaw); 4. Elizabeth Chambley (Yam).
85 S/MINI: 1. Mark Taylor (Suz); 2. Allen Montgomery (Kaw).
U/L AM: 1. Brad Taylor (Suz); 2. Derek Burgess (Hon); 3. Adam Pinkard (Yam).
125 C: 1. Luoie Reynolds (Hon); 2. Jon Masters (Yam); 3. Terry Chambley (Suz); 4. Matt Price (Suz); 5. Steve Wray (Hon).
125 B: 1. Brad Taylor (Suz).
30+: 1. Mike Hamilton (Suz); 2. Dave Robel (Hon); 3. Benny Durrough (KTM); 4. Chris Gilmore (Kaw); 5. Jeremy White (Yam).
250 B: 1. Jeremy White (Yam); 2. Benny Durrough (KTM).
250 C: 1. Jeremy Noah (Suz); 2. Wes Wyatt (Kaw).

Sabin, Whalen whale at Gwinnett County Dirt Track

By John Blackstock
Photo by Wesley Freeman

LAWRENCEVILLE, GA, JULY 6
Doug Whalen took second to Joel Sabin in the Adult Mini race, then battled a field of competitive riders to steal the 200cc victory away from Sabin as the GFTL dirt track series took a new turn with round four by shifting to the Gwinnett County Fairgrounds for an evening of indoor-style dirt tracking.

The Adult Mini racers provided some of the closest battles on this ultrashort circuit. Doug Whelan took the initial lead on his WKR-built XR 100cc and looked to be long gone. However, just the past halfway mark, the second-place battle between Joel Sabin and Bruce Dexter reeled Whalen in. Suddenly Whalen was back to third with Sabin leading Dexter across the stripe with two laps remaining.

On the last go-around, Whalen stuffed his way back around Dexter, but couldn't overcome the lead Sabin had gained. Sabin took the win, followed by Whalen in second and Dexter in third.

Whalen and Sabin bumped their smaller XR Hondas up for the 200cc race and proved to be very competitive there, too. Justin Weaver had the quickest trigger and took the lead to complete lap one. Whalen wasted no time and took over the lead when Weaver slipped just off the notch to begin lap two. With Whalen out front, Sabin was next to challenge Weaver. The battle became quite physical, with heavy contact being made at both ends of the race track for three consecutive laps. Sabin finally cleared Weaver on lap five and set out after the cruising Whalen.

Sabin pulled right up on Whalen's rear fender coming down for the checkered flag, but close was all he could do. Whalen took the win over Sabin with Weaver finishing third and Eddie Martin taking fourth.

Fireworks really exploded when the Over 40 class made its first attempt at a start. Dennis Burroughs put his Bultaco into turn one first ahead of a hard-charging pack that included Bob Petty, Gary Sherrod, Billy Campbell and DuWayne Montgomery.

It was obvious there just wasn't going to be enough room for that many bikes when Campbell and Montgomery tangled coming off turn two and Campbell took a hard spill down the back stretch.

All riders made the restart with Burroughs once again jumping out front, followed by Petty and Sherrod. Petty and Sherrod found passing to be a tough order and had to settle for second and third, respectively, behind Burroughs.

Series points leader Tommy Sisson didn't let the change of venue disrupt his plan and once again took the Semi-Pro "Dash for Cash" win. Defending class champion Darrell Bryant and South Carolina's Ken Lilly were never more than a few feet behind Sisson, but had to settle for second and third.

The 50cc (4-6) racers provided plenty of action as well. After two restarts, the little guys put it all together and battled to the finish with Eddie Tumlin holding off Jonathon Pierce for the win while Patrick Johnson grabbed the third spot. Clayton Sims bounced back from an early-race crash to take fourth.

Results

50 (4-6): 1. Eddie Tumlin (Yam); 2. Jonathan Pierce (Suz); 3. Patrick Johnson (Suz); 4. Clayton Sims (Hon).
50 (7-8): 1. Aaron Woods (KTM); 2. Bradley Wright (Suz); 3. Barron Behanna Jr. (Yam).
50 OPEN (4-8): 1. Bradley Wright (Suz); 2. Clayton Sims (Yam); 3. Jonathan Pierce (Suz); 4. Aaron Woods (KTM).
85 (7-11): 1. Bradley Wright (Suz); 2. Brian Sudderth (Hon); 3. Garrett Weaver (Hon); 4. Merritt Johnson (Kaw); 5. Barron Behanna Jr. (Hon).
ADLT MINI: 1. Joel Sabin Hon 2. Doug Whelan Hon 3. Bruce Dexter Hon 4. Richard Henderson (Hon); 5. Brian Holzigar (Hon).
100: 1. Mike Remick (Suz); 2. Garrett Weaver (Hon); 3. Merritt Johnson (Kaw).
200: 1. Doug Whelan (Hon); 2. Joel Sabin (Hon); 3. Justin Weaver (Hon); 4. Eddie Martin (Hon); 5. Jeff Martin (Hon).
250: 1. Jeff Kluge (Hon); 2. Clay Pickren (Hon); 3. Justin Weaver (Hon); 4. Gary Weaver (Yam); 5. Ronald Graham (Bul).
251+: 1. Jeff Kluge (Hon); 2. Travis Woods (Hus); 3. Dennis Burroughs (Bul); 4. Scott Fluck (Yam); 5. John Kennett (Hon).
SEMI-PRO ADLT MINI: 1. Doug Whelan (Hon); 2. Rod Burr (Hon); 3. Joel Sabin (Hon); 4. Bruce Oexter (Hon); 5. Brian Holzigar (Hon).
SR 40+: 1. Dennis Burroughs (Bul); 2. Bob Petty (BSA); 3. Gary Sherrod (Yam); 4. DuWayne Montgomery (Yam); 5. James Hiter (Tri).
SEMI-PRO MNY: 1. Tom Sisson (Yam); 2. Darrell Bryant Hon 3. Ken Lilly (Yam); 4. John Slackstock Yam 5. Travis Woods (Hon).
AHRMA DINO: 1. Beno Rodi (Ri) 2. Dennis Burroughs (Oss) 3. Bill Frazier (Hon); 4. Scott Kay (Bul); 5. Kenny Pruitt (Mus).
AHRMA CLSC 0-250: 1. Bill Frazier (Hon);) 2. Jack Joyner Bul 3. Charles Goman (Oss) 4. Scott Kay (Bul).
AHRMA CLSC 500/700: 1. Beno Rodi (RI) 2. Blake Ross Tri 3. Scott Fluck BSA 4. Gene Patton (Tri).
AHRMA 50+: 1. DuWayne Montgomery (Yam); 2. Doug Day (Yam); 3. Jack Joyner (Bul); 4. James Hiter (Tri); 5. Charles Goman (Oss).
AHRMA MV 0-250: 1. Darrell Bryant (Yam); 2. Chris Hemphill (Yam); 3. Clay Pickren (Hon); 4. Scott Kay (Bul); 5. Doug Day (Yam).
AHRMA MV 251-600: 1. Scott Campbell (Yam); 2. Bob Petty (BSA); 3. Beno Modi (BSA).
AHRMA MV 601-750: 1. John Blackstock (Yam); 2. Darrell Bryant (Yam); 3. Tim Ferguson (Yam); 4. Eddie Tumlin (Tri); 5. Kenny Pruitt (Yam).

Travis triumphs at M&M MX

By Stacy Jensen

COLORADO SPRINGS, CO, JUNE 30
Tracy Travis took the Amateur Veteran win over a field of fierce competitors as M & M Connections played host to over 500 riders in Colorado's Sports Riders Association's event held in Colorado Springs, Colorado.

In the Vet Amateur class, Randy Shumard grabbed the holeshot to kick off his quest for the gold. During the first lap of competition, Travis pushed his way around Stacy Shaver, Kevin O'Connell, Jim Cole and Shumard to take the lead. Second lap saw Mike Kapplemann move from fifth position to fourth as Blaine Schubarth diced with Shaver and Kapplemann for their top spots.

All three riders came over the finish line table top together as Schubarth cut across taking a tight inside line on a left-hand horseshoe turn and almost pulled off a terrific pass on both riders. However, the throttle power in the hands of Shaver and Kapplemann prevailed.

Travis had his hands full as he tried to hold off Shumard and Cole in a fast-paced run for first. At the completion of the third lap, all three riders had little more than a hair between them and looked like one as they came over the table top. On the northeast side of the track, Shumard experienced a problem that gave additional time to the two leaders, who moved out to a 5.99-second lead. Tim Hunziker had moved to fifth place, but then overshot a short, tight downhill turn that stuck him in a hay bale and forced him to watch as two riders got by.

On the fifth lap, the crowd's attention turned to the fifth, sixth and seventh positions when Hunziker, who was now in seventh, outjumped Schubarth over the finish table top and passed Shaver over the small set of doubles. John Clifford took the lead from Hunziker and passed Chris Dotter over the same set of doubles, but it was a short-lived triumph as Dotter rounded the inside of a sharp left turn and shut the door on Clifford for the 10th spot.

The final lap saw Hunziker, who had slipped back to 14th place, put on the charge of a lifetime as he passed rider after rider and finally took over fourth position. Meanwhile, Travis completed the moto with a 13-second lead over second-place Cole. Shumard finished in second, followed by Hunziker in fourth and Schubarth in fifth. The second moto win went to Kappleman, with Travis close at hand for second. Schubarth, Dean Haght and Cole took third through fifth, respectively, giving the overall win to Travis for his 1-2 moto finishes.

The Women's Novice class saw a newcomer for the season take home the coveted first place honors for the day when Kim Nebbia swept both motos, leaving the 1996 season points leader, Dawn Winczewski, to settle for second with Angie Schwerdtfeger in third. Brooke Renker took the lead in the Women Amateur class and never looked back, while Cheryl Place claimed second and Cynthia Bennett took third.

Results

50 NOV: 1. Ike Yost (Cob); 2. Justin Jobe (KTM); 3. Michael Henderson (Lem); 4. Cameron Phelan; 5. Kyle Cohrs (KTM).
P/W NOV: 1. Kyle Stroud (Kaw); 2. Vince Montelone (Kaw); 3. Lance Hiser (Kaw); 4. Zach Wertz (Kaw); 5. James Rail (Kaw).
P/W AM: 1. Brad Alarid (Kaw); 2. Brady Sharp (Kaw); 3. James Ruiz (Kaw); 4. Chris Flesia (Kaw); 5. Hank Kendall (Kaw).
MINI NOV: 1. Zach Sishc (Kaw); 2. Marshall McCardy (Hon); 3. Josh Saathoff (Kaw); 4. Jeff Noriega (Suz); 5. Michael Kish (Yam).
MINI AM: 1. Ethan Bates (Kaw); 2. Clifton Stroud (Yam); 3. Kevin Head (Suz); 4. Mike Hill (Suz); 5. Tyler Walker (Yam).
MINI EX: 1. Jeff Boone (Kaw); 2. Scott Burris (Hon); 3. Josh Murphy (Suz); 4. Brandon Hightower (Yam); 5. Matt Whitmarsh (Hon).
OPEN MINI: 1. Jeff Boone (Kaw); 2. Brandon Leghtower (Yam); 3 Matt Whitmarsh (Hon); 4. Chad Zulian (Kaw); 5. Josh Murphy (Suz).
125 NOV: 1. Kyle Locke (Yam); 2. Mike Underwood (Suz); 3. Justin Riddle (Hon); 4. Ben Green (Suz); 5. Shane Cevette (Hon).
125 AM: 1. Billy Dotson (Suz); 2. Mike Royer (Yam); 3. Jason Kerwick (Hon); 4. Danny Lookhardt (Kaw); 5. David Matheny (Kaw).
125 PRO: 1. Andy Atkins (Kaw); 2. Jared Carlson (Kaw); 3. Chad Wollaston (Yam); 4. Paul Lindsey (Kaw); 5. Todd Robertson (Suz).
250 NOV: 1. Denick Matheny (Kaw); 2. Doug Keithly (Yam); 3. Mike Scott (Suz); 4. Jake Ray (Kaw); 5.Cory Petersen (KTM).
250 AM: 1. Nic Travis (Kaw); 2. Ted Stutz (Kaw); 3. Michael DeScenzo (Yam); 4. Lance Fark (Suz); 5. Joe Arnold (Kaw).
250 PRO: 1. Kip Sandell (Yam); 2. Andy Atkins (Kaw); 3. Wayne Ballet (Yam); 4. Derek Brown (Kaw); 5. Todd Robertson (Suz).
OPEN NOV: 1. Mike Scott (Suz); 2. Mike Underwood (Suz); 3. Craig Buck (Yam);4. Corey Edmisten (Hon); 5. Benjamin Green (Suz).
OPEN AM: 1. Mike Royer (Yam); 2. Troy Lessar (Suz); 3. John Freeman (Suz); 4. Spike Priestly (Yam); 5. Aaron Hill (Yam).
OPEN PRO: 1. Kip Sandell (Yam); 2. Chad Wollaston (Yam); 3. Wayne Ballet (Yam); 4. John Merwin (Hon); 5. Jason Cams (Kaw).
VET NOV: 1. Mike Burke (Hon); 2. Luther Burch (Yam); 3. Aaron Hochnadel (Hon); 4. Dennis Spinuizs (Yam); 5. Stewart Smith (Yam).
VET AM: 1. Tracy Travis (Kaw); 2. Jim Cole (Yam); 3. Randy Schmaurd (Hon); 4. Mike Kappleman (Hon); 5. Dean Haght (Hon).
SR NOV: 1. Michael Huntoon (Hon); 2. Jim Lacey (Yam); 3. Mike Goodwin (Hon); 4. Kent Stockman (Yam); 5. Kevin Hall (Yam).
SR AM: 1. Jim Wyman (Suz); 2. Sam Hopper (Yam); 3. Arnie Montelone (Yam); 4. Dale Winczewski (Yam); 5. Glade Hill (Yam).
SR EX: 1. Bill Nolan (Yam); 2. Mark Poindexter (Yam); 3. Bruce McGrew (Kaw); 4. Dwight Catalano (Yam); 5. Don Eckhardt (Hon).
S/SR: 1. Gary Shirhmizi (Yam); 2. John Beavers (Hon); 3. John Malson (Hon); 4. Ben Eckhardt (Hon); 5. Bob Wolf (Yam).
WMN NOV: 1. Kim Nebbia (Yam); 2. Dawn Winczewski (Yam); 3. Angie Schwerdtfeger (Kaw); 4. Amy Rogers (Yam); 5. Violet Martinez (Kaw).
WMN AM: 1. Brooke Renker (Hon); 2. Cheryl Place (Kaw); 3. Cynthia Bennett (KTM).

Kossuth, Bast burn up Auburn Speedway

By M. Sober

AUBURN, CA, JULY 26
Two of Northern California's finest A-class Speedway riders took to the podium in grand style at the Gold County Fairgrounds as Louis Kossuth dazzled the crowd in the Handicap main and Bart Bast ended everyone's evening with a come-from-behind victory in the Scratch main.

In the Handicap main, "Wild Thing" Kossuth lined up next to the turn-four wall on the 50-yard line, just to the outside of Tommy Hedden and Bob Hicks. After one restart, in which Hicks made a nice move to get near the front

early, Kossuth made an even better gate and took advantage of Hicks' line-getting blocked by 40-yard starter Patt Linn.

Leaving Hicks, Linn and Hedden in the dust, Kossuth went for it all in the first lap. Going into the first turn a bit too hot, he classically manipulated the bike around the outside of 20-yard handicapper Vance Felicio and then sped past 10-yard starter Steve Martybse on the back straight to take over the lead. Once in front, Kossuth opened up a half-a-lap lead on the stunned field, and then drove uncontested to the checkered flag. Felicio held off Linn for second place, and fourth went to Hicks.

Felicio made a rare visit to the Scratch main, taking the inside pole with Hicks, Bast and Jimmy Sisemore fanned out to his right. Sisemore got the gate and led the other riders into the first turn. Hicks had been fast all night, and got a gate almost as good as Sisemore's and was almost touching the leader's rear tire as they made their way around the first two laps.

Meanwhile, Bast was calculating his next move.

"Those two were working the pipe down low," Bast said later, "so I knew I had to make the outside work. I'm just glad there was a little dirt left. There wasn't that much of an outside all night."

Bast put together two textbook outside laps to bring himself around and in front of an astonished Sisemore by the end of lap three. Sisemore's apparent bewilderment cost him second place as Hicks alertly moved inside and took over the runner-up spot. Felicio was a distant fourth.

The Division Two win went to Matt King, but the story of the night was Kim Darwazeh, who wrapped up the Division Two Auburn Points Title with a third place finish in the main. Darwazeh's main threat to his crown went away when Bill Newby crashed out on the last lap.

Visiting Southern California Junior rider Ryan Fisher brought down the house with a brilliant main-event victory over Jimmy Martinez and J.J. Martynse.

Results

SCRTCH: 1. Bart Bast (Jaw); 2. Bob Hicks (Jaw); 3. Jimmy Sisemore (Jaw); 4. Vance Felicio (Wes).

HDCP: Louis Kossuth (Jaw); 2. Vance Felicio (Wes); 3. Patt Linn (GM); 4. Bob Hicks (Jaw); 5. Tommy Hedden (Jaw).

D-2: 1. Matt King (Gdn); 2. John Gregg; 3. Kim Darwazeh (Jaw).

D-3: 1. Glenn Scott; 2. Tim Compton; 3. David Booth; 4. Lance Maddox.

D-1 JR: 1. Ryan Fisher (Wes); 2. Jimmie Martinez (Wes); 3. J.J. Martinez (Wes); 4. Brian Yarrow (Wes).

D-2 JR: 1. Rachelle Kerr (Hon); 2. Luke Bennett (Tri); 3. Anthony Martinez.

Trail-Way Short Track marked by upsets

By Len Breech

HANOVER, PA, JULY 27

Several unexpected victories occurred during Trail-Way Speedway short track racing.

The surprises started when Jim Hollister gave Mike McKee the 600cc A-class win. Hollister built up a 20-yard lead two laps from the end, when he got a flat tire. Then usual 55cc (4-6) front-runners Chad Uhler and Dale Tasker Jr. slid down early in the final, giving John Lewis his first win.

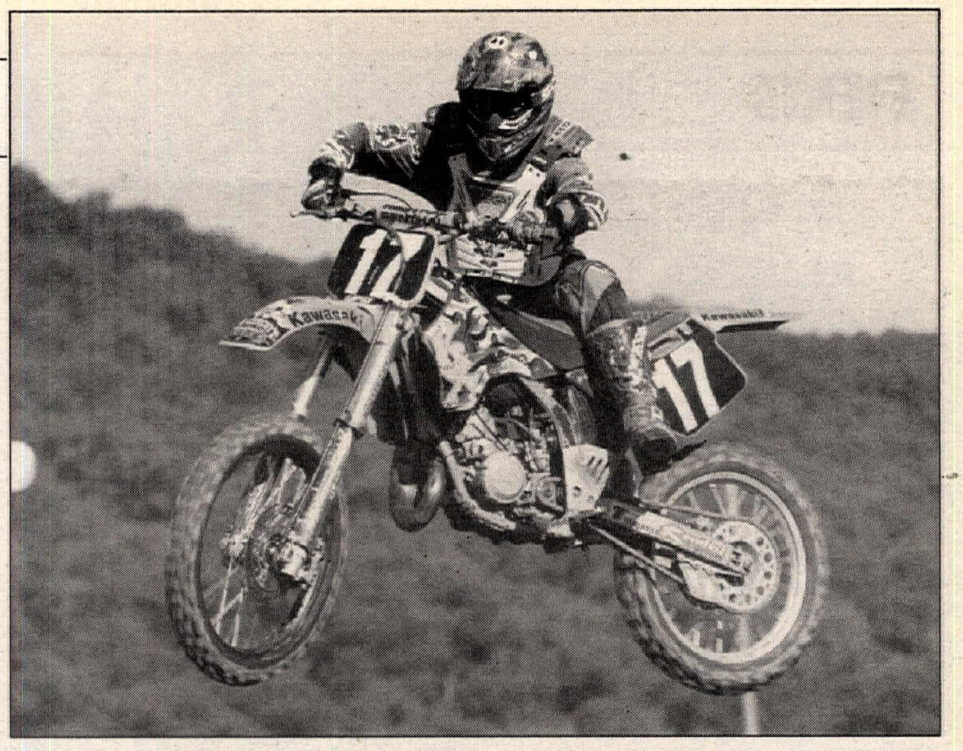
Rick Winsett Jr. bent a valve late in his Sportsman final runaway, scratching from the 600cc Pro. This made for a wide-open final as Gary Clark, Steve Johnson, John Nickens and Phil Libhart battled for the lead. Libhart slipped into third at the halfway point and got by Johnson with two laps left. Libhart pressured Clark to the line, with Clark taking his first win by inches.

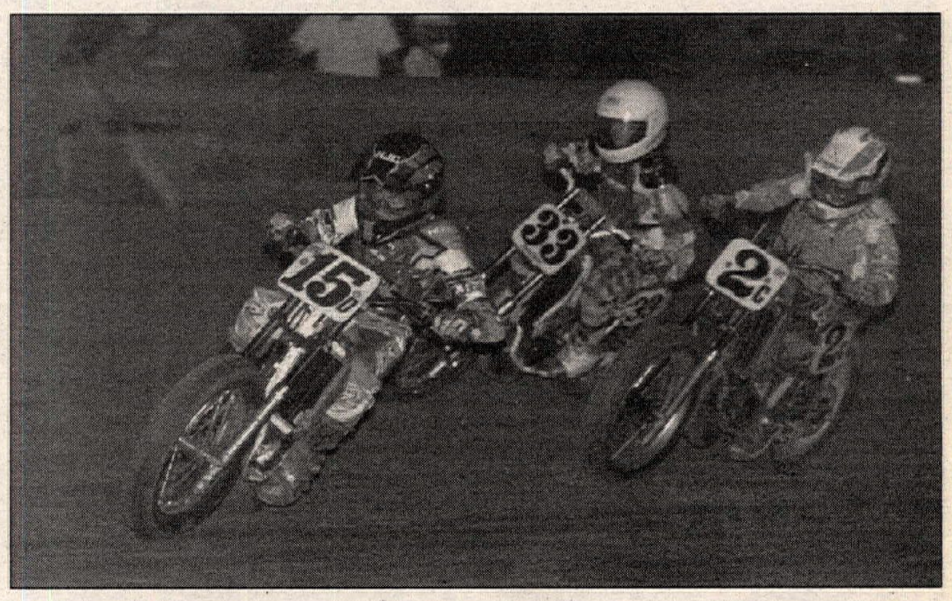
Many of the Amateur finals were very close. A complete restart erased Jake Johnson's 125cc lead. Raun Wood took the front position on the restart, with Johnson and Ben Miller close behind. Johnson took the lead at the start of third lap. On the sixth lap, Miller got by Wood and started to close on Johnson, but could not get by him for the win.

Ray Lied jumped into the point of the 85cc final, closely followed by David Farbman, Chris Klinefelter and Jason Isennock. Klinefelter started his move, taking second halfway through the second lap, and taking the lead coming off the fourth turn on the fourth lap. Then Lied fell on the fifth lap, with Farbman going down on the last lap.

Ken Miller Jr. was quickest of the 250cc B riders into the first turn, followed by Jake Johnson, Will Russell and Billy Stillwell. Russell started moving on the third lap, taking second at the start of the third lap, with Stillwell coming along. The next lap, he passed Miller as they entered the third turn. Miller retook the lead on the following lap and held off Russell to the finish.

(Right) Charlie Dunaway rose to the top at round two of the Action Sports Supercross, held in Nelsonville, Ohio. (Middle right) Chris Klinefelter (15D) was the overall winner in the 85cc class at Trail-Way Speedway in Hanover, Pennsylvania. (Below right) Cole Wallwork (12) walks away with the win in the first Over 25 Intermediate moto at Bannick County Fairgrounds in Pocatello, Idaho.





Results

600 A: 1. Mike McKee (Rtx); 2. Roy Miller (Rtx); 3. Dallas Baer (Rtx); 4. Tom McGrane Jr. (Rtx); 5. Tim Eades (Rtx).

55 (4-6): 1. John Lewis V (M-M); 2. Brandon Robinson (Yam); 3. Tim Penrose (Yam); 4. Eric MacMinn (Yam); 5. Chad Uhler (Yam).

250 B: 1. Ken Miller Jr. (Yam); 2. Will Russell (Yam); 3. Billy Stillwell (Suz); 4. Bruce Miller (Hon); 5. Ben Miller (Car).

40+: 1. Bob Babcock (Rtx); 2. Don Prevost (Hon); 3. Tim Rusell (Yam); 4. Jeff Sassaman (Hon); 5. Rich Washak (Rtx).

125: 1. Jake Johnson (Hon); 2. Ben Miller (Yam); 3. Raun Wood (Yam); 4. Billy Stillwell (Suz); 5. Ryan Babcock (Yam).

SPTSMN: 1. Rick Winsett (Rtx); 2. Mike Kloppo (Hon); 3. Steve Johnson (Rtx); 4. Ace Phillips (Rtx); 5. Joe Zydinsky (Hon).

85: 1. Chris Klinefelter (Hon); 2. Nick Lipira (Hon); 3. Jared Mees (Kaw); 4. Jason Isennock (Kaw); 5. Shawn Baer (Hon).

30+: 1. Bob Seeten (Rtx); 2. Steve Wilson (Rtx); 3. John Henderson (Rtx); 4. Brian Eckhart (Rtx); 5. Bob Babcock (Rtx).

600 B: 1. Mike Wilson (KTM); 2. Bryon Germer (Hon); 3. Will Russell (Yam); 4. Richard Tyeryar (Hon); 5. Bill Slade (Hon).

55 (7-8): 1. Frank Locke (LEM); 2. Nick Krause (LEM); 3. Leroy Bussey (Yam); 4. Jarron Smith (Yam); 5. Chris Shank (Yam).

600 PRO: 1. Gary Clark (Rtx); 3. Phil Libhart (Rtx); 3. Steve Johnson (Rtx); 4. John Nickens (Rtx); 5. Ken Mohler (Rtx).

65: 1. Jared Mees (Kaw); 2. Shawn Baer (Kaw); 3. William Warford III (Kaw); 4. Mike Brown (Kaw); 5. Leroy Bussey (Kaw).

Dunaway aces Action Sports Supercross

By David L. Patton Jr.

NELSONVILLE, OH, JULY 20

Charlie Dunaway captured his first Pro-class victories at round two of the 1996 Action Sports Supercross Series.

Charlie has won many events at Action Sports as he has risen through the Amateur ranks, and it was just a matter of time before this talented rider headed the Pro classes.

Tommy Collier grabbed the holeshot in the first 125cc Pro moto ahead of Dunaway and Jeromy Buehl. Collier's run at the front ended on the second lap when Dunaway block passed his way into the lead in the back section of the track. Buehl also slipped by Collier and tried to pressure Dunaway into an error. Charlie held up under the heat and though Buehl got close, he couldn't find a way past. Dunaway, Buehl and Collier took the top three spots ahead of Josh DeMuth and Dick Hoy.

Collier also holehsot the second moto but Dunaway took the lead before the first lap was over. Dunaway blasted away for the win and once again Buehl took second. Collier rode smoothly for third ahead of Patrick McMullen, who rebounded from a 10th-place finish in moto one. Josh DeMuhi edged Dick Hoy once again to take fifth.

De Muth had better luck in the 250cc Pro class as he timed the gate perfectly in moto one. Jeromy Buehl and Charlie Dunaway battled until lap three, when Buehl made a small bobble and Dunaway snagged second. Dunaway then ran down DeMuth but couldn't find a way into the lead. On the last lap, Dunaway tried to leap off the small step jump to fly across the finish line, but DeMuth had that move covered and took the win by inches. Buehl, Mike Morgan and C.J.Klein rounded out the top five.

By the second moto, evening dew had settled and the slickness caught Buehl by surprise. He nearly fell in the bermed 180 before the triple and had to double jump. Dunaway tripled into the lead but overjumped the next small jump, allowing Buehl to retake the lead. Dunaway repassed Buehl on the back straightaway and held on for his third moto win.

Results

50 (4-6): 1. Devan Welch (KTM); 2. Tiaven Holdcroft (KTM); 3. Shawn Lane (LEM); 4. Andy Matheny (KTM); 5. Kyle Wolfe (KTM).

50 (7-8):1. Tom Pellett (Cob); 2. Randall Crossen II (KTM); 3. Justin Hill (KTM); 4. Cory Ringer (Yam); 5. Kyle Turner (LEM).

65: 1. Willy Browning (Kaw); 2. Kyle Preston (Kaw); 3. Joey Pellett (Kaw); 4. Jesse Parlov (Kaw); 5. Billy Sprankle (Kaw).

MINI JR:l. Billy Browning (Yam); 2. Troy Gould (Suz); 3. David Herb (Kaw); 4. Kyle Preston (Kaw); 5. Christopher Whitcraft (Yam).

MINI SR: 1. Jeff Gibson (Kaw); 2. David Whitcraft (Yam); 3. Derek Sturgell (Kaw); 4. Corey Arnold (KAll); 5. Josh Joan (Kaw).

SCHBY: 1. Jeff Gibson (Kaw); 2. Aaron Thomas (Yam); 3. Joe Sharp (Yam); 4. Josh Joan (Kaw); 5. Steve Chapman (Suz).

16-24: 1. Mark Burkhart (Hon); 2. Chris Kuhn (Kaw); 3. Evan Brown (Suz); 4. Ty Walke (Kaw).

125 B: 1. Mark Burkhart (Hon); 2.Scott Shafer (Suz); 3. Brad Snyder (Hon); 4. Joey Ballinger (Hon); 5. Lerry Collins (Suz).

125 C: 1. Jason Young (Yam); 2. Robert Smith (Suz); 3.. Frank Stephens (Yam); 4. Gregg Rife (Suz); 5. Paul Bradlowry (Suz).

250 B: 1. Mark Burkhart (Hon); 2. Joey Ballinger (Hon); 3. Chris Kuhn (Kaw); 4. Ty Walke (Kaw); 5. Troy Craiglow (Suz).

250 C: 1. Brook Dixon (Hon); 2. Josh Killen (Kaw); 3. Todd Bachtel (Hon); 4. Scott Marenberg (Hon); 5. Steve McCloud (Hon).

25+: 1. Mike Morgan (Hon); 2. Mike Hogan (Hon); 3. Doug Flinner (Hon); Dallas Avery (Hon); 5. Joey Defelice (Hon).

30+: 1. Steve Anneshansley (Hon); 2. Ed Edwards (Hon); 3. Danny Osborn (Yam); 4. Mark McDaniel (Yam); 5. BIll Blaney (Yam).

125 A: 1. Charlie Dunaway (Kaw); 2. Jeromy Buehl (Yam); 3. Tommy Collier (Suz); 4. Josh DeMuth (Yam); 5. Dick Hoy (Suz).

250 A: 1. Charlie Dunaway (Kaw); 2. Josh DeMuth (Yam); 3. Jeromy Buehl (Kaw); 4. Mike Morgan (Yam); 5. Mike Hogan (Hon).

Tangren and Hawley haul at Wild West Motocross

By Mark Hopkins

POCATELLO, ID, JULY 27-28

The Summer Olympics filled the airwaves but you'd never know it based on the packed stands and 350-rider turnout at Pocatello's Bannick County Fairgrounds.

Saturday's Over 25 Intermediate athletes watched Layton Cycle & Sports' Cole Wallwork drop the hammer on them, followed by Gerald Werner. Current points leader Mark Buhler dropped to last when he bobbled in the whoops and overshot a berm. Brian Tangren inherited third with Buhler's misfortune. Buhler was down but not out and regained third by moto's end. Up front, Wallwork went wire-to-wire, extending his lead by jumping the front and back triple.

Moto two found Wallwork and Buhler side by side into turn one with Buhler edging Wallwork into turn two. Tangren was the man on the move, though, as he moved from third to first halfway into the first lap. Wallwork looked to be struggling and finally pulled off after sliding out, the victim of a flat rear tire. Tangren seized the opportunity and opened up a huge lead, his 4-1 motos good enough for the overall. Buhler captured second and second overall after holding off a late-moto charge by Werner.

Results

50 (1-6): 1. Braden Butterfield 2. Nathan Last 3. Eric Barlow 4. Jed Maxwell 5. Jacob Turnbull.

50 (7-8): 1. Nick Last; 2. Beni Williams; 3. Shay Lawrence; 4. Zack Marshall; 5. Josh Olsen.

50 MOD: 1. Beni Williams; 2. Nickolas Last; 3. Taylor Daggs.

50 HDS UP: 1. Bryson Nelson; 2. Eric Barlow; 3. Glen McCoy; 4. James Butler; 5. Nicholas Martin.

50 P/P: 1. Nikki Brown; 2. Rachael Martin.

60 A: 1. Jimmy Nelson; 2. Boyd Foster; 3. Chase Nelson; 4. Sam Harper.

60 B: 1. Boe Southworth; 2. Tyson Hernandez; 3. Chad Nelson; 4. Beni Williams; 5. Jarrid Lafferty.

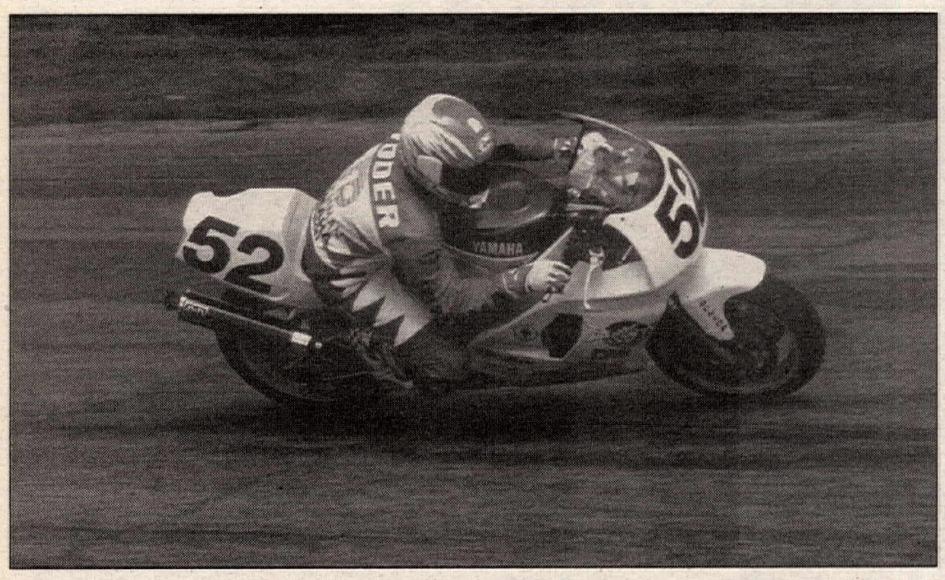
80 BEG: 1. Ryan Dayton; 2. David Gines; 3. Micheal Crapo; 4. Cody South; 5. DonieWoodard.

80 JR (8-11): 1. Todd Pratt; 2. Brandon Johnson; 3. Derrick Tybo; 4. Boyd Foster; 5. Steve Martin.

80 JR (12-15): 1. Luke Evans; 2. Brad Thornburg; 3. Anthony Holmes; 4. Brandon Wilkins; 5. Doug Martin.

80 INT: 1. Daryl Agar; 2. Jimmy Nelson; 3. Nick Mouritsen; 4. Tyler Barney; 5. Chris Butterfield.

125 BEG: 1. Matt Gaver; 2. Dustin Moses; 3. Stephen Crane; 4. Lance Tucker; 5. John Blaisdell.



(Left) Ray Yoder took top honors in the Superstock B and Superbike B classes at Nelson Ledges Road Course in Garretsville, Ohio.
(Below left) Bobby Stovall (714) holds off a last-lap charge by Patrick Slate (29) while on his way to a double moto victory in the 250cc/500cc Pro class at Birch Creek MX Park in Danville, Virginia.

125 JR: 1. Matt Hopkins; 2. Justin Scullen; 3. Korey Smith; 4. Cory Sherpard; 5. Cory Christensen.

125 INT: 1. Larry Leavitt; 2. Ty Carson; 3. Josh Borges; 4. Terry Armstrong; 5. Josh Blake.

125 PRO: 1. Marlo Painter; 2. Spud Walters; 3. Robb Floth; 4. Brad Frampton; 5. Kipp Posey.

250 BEG: 1. Jeff Morrey; 2. Cory Hammons; 3. Clay Hancock; 4. Brent Astrope; 5. Mark Hopkins.

250 JR: 1. Arden Hawley; 2. Jody Dixon; 3. Joel McKinney; 4. Richard Ashby; 5. Adam Miner.

250 INT: 1. Ty Carson; 2. Josh Borges; 3. Jesse Lund; 4. Cole Wallwork; 5. Larry Leavitt.

250 PRO: 1. Spud Walters; 2. Marlo Painter; 3. Brad Frampton; 4. James Hendrickson; 5. Chad Wallwork.

OPEN JR: 1. Wayne Lambrecht; 2. Brett Downey; 3. Tony Warth.

25+ JR: 1. Chad Blechert; 2. Kelly Nielson; 3. Lyle Boyd; 4. Jeff Kinsey; 5. Darren Truchet.

25+ INT: 1. Cole Wallwork; 2. Gerald Werner; 3. Brian Tangren; 4. Mark Buhler; 5. Monte Larsen.

25+ PRO: 1. Brad Bolton; 2. Chad Wallwork; 3. Bill Phelps; 4. Bryan Schritter.

30+ JR: 1. Jerry Hampton; 2. Bill Homan; 3. Glen Foster; 4. Rick Jolley; 5. Tom Shivers.

30+ INT: 1. Randy Lewis; 2. Mark Hopkins; 3. Tony Christansen; 4. Ben Williams; 5. Hodney Reynolds.

30+ PRO: 1. Brad Bolton; 2. Mike Birdsley; 3. Bryan Schritter; 4. Tracy Hill; 5. Lance Kelsey.

40+: 1. Cohn Roberts; 2. Jeff Carson; 3. Gordon Smith.

WMN JR: 1. Marcy Anderson; 2. Katrina Pomerleau; 3. Kris Lindsay; 4. Ashley Winkler; 5. Tegan Lind.

Yoder doubles at Nelson Ledges Road Race

By Kyle B. Schalow

GARRETSVILLE, OH, JULY 28
Ray Yoder ran away with impressive wins in the Superstock B and Superbike B events during the WERA Northeast Region Sportsman Series Challenge at Nelson Ledges Road Course.

Yoder, from turn one, was unchallenged for the entire eight laps of the Superstock event on his YZF750. Leading a strong second place at nearly a second off Yoder's pace was Fritz Kling, also mounted on a YZF. Kling rode consistently for his eight laps and had over a second faster pace on the next position. At the checkered flag it added up to be about eight seconds of space.

Derek Mortland, who was in fifth for the majority of the race, at one point was almost seven seconds off the number-four position. Upping his pace on every lap to catch up, Mortland stuffed his YZF past Darryl Saylor, who was dicing with Bryan Bemisderfer for the number-three slot. Mortland's pass on Saylor during lap five at the "kink" turn 11 stuck and gave him enough room to knock on Bemisderfer's back door on the last lap. Mortland made his move on Bemisderfer at turn 11 also. Bemisderfer, not so eager to give up, outbraked Mortland at turn 12 and held him off to the finish line.

It was deja vu in the Superbike event. From the pole position, Yoder grabbed the lead and put a comfortable amount of distance between himself and the number-two position, which again was Kling's.

"Ray jumped out front and split," Kling said. "I just came here to practice for next week at Elkhart and make some money. I need a little more nerve to go through the kink wide open."

This time Mortland was number three, and he remained unchallenged until lap seven.

Curt Utegg made an impressive performance for the spectators. He moved up and around Rex Miller, who was in fifth, and Bemisderfer in fourth. Utegg closed in on Mortland for an unsuccessful but dramatic attempt at the number-three spot. On the exit of the last turn, Mortland nearly lost it and Utegg reeled him in to within wheel length.

Results

S/STK EX A: 1. Donnie Seither (Hon); 2. Chris Nealy (Hon).

S/STK EX B: 1. Ray Yoder Jr. (Yam); 2. Fritz Kling (Yam); 3. Bryan Bemisderfer (Yam); 4. Derek Mortland (Yam); 5. Darryl Saylor (Yam).

PROD NOV B: 1. John Van Buren (Suz); 2. Scott Smith (Hon); 3. Dale Mirgliotta (Hon); 4. David Henderson (Hon); 5. Michael Johnson (Hon).

S/STK EX C: 1. Darryl Saylor (Yam); 2. James Roth (Yam); 3. Thomas Fowler (Hon); 4. Christian Volcko (Hon); 5. Robert Nees.

PROD NOV C: 1. Scott Smith (Hon); 2. David Henderson (Hon); 3. James Dibona (Hon); 4. Brian Shields (Yam); 5. Michael Johnson (Hon).

S/BK EX B: 1. Ray Yoder (Yam); 2. Fritz Kling (Yam); 3. Derek Mortland (Yam); 4. Curt Utegg (Kaw); 5. Rodney Bundschuh (Kaw).

S/BK NOV B: 1. John Van Buren (Suz); 2.Thomas Rogers (Suz); 3. Andrew Forian (Kaw); 4. Darren Chilton (Kaw); 5. Sam Gaige (Suz).

S/BK EX C: 1. Thomas Fawler (Hon); 2. Darryl Saylor (Yam); 3. Charler Otis (Hon); 4. Christian Volcko (Hon); 5. Robert Nees (Hon).

S/BK NOV C: 1. Andrew Forian (Kaw); 2. Brent Mercer (Hon); 3. Baniel Rhodes (Hon); 4. Scott Smith (Hon); 5.Bryan Shields (Yam).

S/BK EX D: 1. Michael Hausknecht (Yam); 2. Daniel Josephz (Yam); 3. Richard Bair (Yam); 4. Raymond Chilson (Yam); 5. Ben Walters (Yam).

S/BK NOV D: 1. William Rhodes (Yam); 2. Joe Sanderson (Kaw); 3. Jerry Shelton (Yam); 4. Frank Swaney (Hon); 5. Edward Rusnak (Yam).

F-1 EX: 1. Paul Rohall (Yam); 2. Rodney Bundschuh (Kaw); 3. Curt Utegg (Kaw); 4. William Hausler (Yam); 5. Rex Miller (Kaw).

F-1 NOV: 1. Andrew Forian (Kaw); 2. John Van Buren (Suz); 3. Darren Chilton (Kaw); 4.Brent Mercer (Hon); 5. Daniel Rhodes (Hon).

F-2 EX: 1. Eric Stephens (Yam); 2. William Haunter (Yam); 3. Chris Pyles (Hon); 4. Daniel Josephs (Yam) 5. Jimmy Clark (Yam).

F-2 NOV: 1. William Rhodes (Yam); 2. Louis Petix (Hon); 3. Jason Parker (Yam); 4. Edward Rusnak (Yam); 5. Ross Chapman(Yam).

U/L TW EX: 1. Daniel Miesner (Yam); 2. William Welch (Suz); 3. Mark Jordan (Kaw); 4. William Gess (Hon).

U/L TW NOV: 1. Darren Wolfe (Hon); 2. Michael Delage (Duc); 3. Joe Sanderson (Kaw); 4. Frank Swaney (Hon); 5. Mike Lighton (Yam).

CLBMN EX: 1. Tim Barker (Hon); 2. William Welch (Suz); 3. Mark Jordan (Kaw); 4. Donald Fine (Yam).

CLBMN NOV: 1. Darren Wolfe (Hon); 2. Joe Sanderson (Kaw); 3. Mike Lighten (Yam); 4. Charles Huegel (Cag).

125 GP: 1. Chris Pyles (Hon).

VINT 1: 1. David Purtell (Yam); 2. Bion St. Bernard (Yam); 3. Beth Abbott (Hon); 4. Fred Tranduc (Bul); 5. Donald Henry (Suz).

VINT 2: 1. Bob Gerberich (Hon); 2. William Burger (Yam); 3. William Murar (Yam); 4. Bruce Abbott (Hon); 5. David Purtell (Hon).

VINT 3: 1. Richard Oldakowski (Yam); 2. Bob Gerberich (Ron); 3. Christopher Riley (Yam); 4. Richard Lucas (Yam); 5. Kyle Schalow (Yam).

VINT 4: 1. Brian Surtees (Yam); 2. Jimmy Clark (Yam); 3. Todd Welch (Tri); 4. Tim Barker (Bon); , 5. Richard Oldakowski (Yam);

VINT 5: 1. Thomas d'Ettorre (Kaw); 2.Tim Barker (Hon); 3. William Bloom (Kaw); 4. Mike Lighton (Yam); 5. Jimmy Clark (Yam).

VINT 6: 1. Rodney Richenberg (Suz); 2. Donny Seither (Suz); 3. Thomas d'Ettorre (Kaw); 4. Joel Raffensberger (Yam); 5. John Dininny (Yam).

Stovall does battle at Birch Creek MX

By Jay and Sharon Hauser

DANVILLE, VA, JULY 28
Bobby Stovall was under fierce pressure from Patrick Slate throughout the 250cc/500cc motos, but managed to grab a double moto sweep to take the class overall in round four of the HammerHead/Pepsi Pro/AM Grand Championship Series held at Birch Creek MX Park in Danville, Virginia.

Slate decided to compete on a 500cc machine for the first time in his life, but looked right at home as he jetted out front at the start of the first 250cc/500cc Pro moto. Slate took control for the first two circuits, but had to deal with a very persistent Stovall, who charged right up on Slate's rear fender and ate massive roost for two laps before Slate fell victim to a bent rear brake lever and had to stop for adjustments.

With Slate out of the picture, Stovall was able to pick up a slight lead over the battle for second between up-and-comer Chris Anstead, Shane Templeton and local ace Allen Alford. Stovall went on to grab the first moto win with Anstead nailing down the second spot just ahead of the fast moving Terry Kennedy, who had worked past both Alford and Templeton to take over third by moto's end, leaving Templeton in fourth and Alford in fifth.

Stovall pushed his way to the front when the gate dropped for moto two, with Anstead and Kennedy in tow. Slate had fourth secured when he tangled with Mike Eastwood and went shooting off the side of the track, putting himself back in ninth but setting up for the best charge of the day.

Stovall knew he was going to have a fast 500cc breathing down his neck if he didn't break away while he could, and stepped it up to an almost 12-second lead on the pack. Meanwhile, Slate was on the gas hard and had picked off every rider in his way. Once past Kennedy on the end of lap two, he had clear track between himself and Stovall. Slate proceeded to put on a display of big bore riding as he sliced off piece after piece of Stovall's lead. As the leaders received the one-lap board, Slate moved within five feet of Stovall and the shootout started.

Stovall rode with every bit of heart he had and Slate matched him move for move all the way to the finish line, where the pair crossed the line in a photo finish, not even a tire length apart. Stovall took the win by inches, completing a double moto sweep for the overall, while Slate's score of 8-2 earned him fifth overall, hardly doing justice to his efforts. Kennedy secured second overall with a score of 3-3 over Anstead's score of 2-5. Templeton claimed fourth overall.

Slate made up for his bad luck by taking the overall in 125cc Pro racing, grabbing the first moto win over Brandon Turlington and Templeton, then did battle with Birch Creek's mud in the second moto, falling six times en route to a second-place finish behind newcomer Danny Dailey.

Results

50 (4.-6): 1. Brett Chatman (Lem); 2. Devon Pilkington (KTM); 3. Brad Haar (Yam); 4. Ryan Smith (Yam).

50 (7-8): 1. David Mitchell(KTM); 2. Tyler Shumate (Cob); 3. Dustin Shiver (KTM); 4. Matt Moran (Act); 5. Ricky Sizemore (KTM).

60: 1. Stephen Martin (Kaw); 2. Chase Shumate (Kaw); 3. Steven Dailey (Kaw); 4. Eric Brown (Kaw); 5. Jason Crisp (Kaw).

80 (7-1.1.): 1. Brian Nickelston (Yam); 2. Adam Wara (Suz);, 3. Stephen Martin (Kaw); 4. Steven Dailey (Hon); 5. Chase Shumate (Suz).

80 (1.2.-1.5.): 1. Justin Gibbs (Kaw); 2. Josh Wood (Kaw); 3. Brad Henderson (Suz); 4. Chris Roberts (Hon); 5. Isha Wood (Suz).

80 D: 1. Eric Brown (Kaw); 2. Brad Nickelston (Yam); 3. Charles Johnson (Yam).

S/MINI: 1. Josh Wood (Kaw); 2. Justin Gibbs (Kaw); 3. Jason Laplante (Hon); 4. Brad Henderson (Suz); 5. Chris Roberts (Hon).

125 A: 1. Patrick Slate (Hon); 2. Shane Templeton (Hon); 3. Danny Dailey (Hon); 4. Mark Williams (Hon); 5. Terry Kennedy (Hon).

125 B: 1. Stoner Ross (Hon); 2. Ken Puett (Yam); 3. Dustin Floyd (Suz); 4. Chris Gillespie (Suz); 5. Derik Walston (Yam).

125 C: 1. Don Hayes (Kaw); 2. Travis West (Hon); 3. Barry Carpenter (Hon); 4. Chris French (Kaw); 5. Ron LaWallen (Hon).

125 D: 1. Stephen Edmindon (Kaw); 2. Bryan Sutherland (Yam); 3. Bernie Mills (Kaw); 4. Eric Oliver (Hon); 5. Alex Spotswood (Yam).

250 A: 1. Bobby Stoval (Kaw); 2. Terry Kennedy (Hon); 3. Chris Anstead (Hon); 4. Shane Templeton (Hon); 5. Patrick Slate (Hon).

250 B: 1. Stoner Ross (Hon); 2. Robby Powell (Kaw); 3. Nelan McFarland (Hon); 4. Keith Newton (Suz); 5. Robert Talbott (Yam).

250 C: 1. Robert Tucker (Hon); 2. Kyle Richardson (Kaw); 3. Tom Turner (Kaw); 4. Barry Carpenter (Hon); 5. Richard Feidt (Kaw).

50 D: 1. Tyler Webb (Suz); 2. Matt Farmer (Hon); 3. Steve Chamber (Kaw); 4. Tom Shifiett (Hon); 5. Billy Kidd (Hon).

25+ A: 1. Allen Alford (Yam); 2. Shane Templeton (Hon); 3. Doug Neighbors (Hon); 4. Brad Crouch (Hon); 5. Mike Eastwood (Hon).

25 B: 1. Thomas Jennings (Suz); 2. Neland McFarland (Hon); 3. Jamie Schaubach (Hon); 4. Jerry Hall (Yam); 5. Tim Mantooth (Hon).

30+ A: 1. Vann Gibson (Hon); 2. Sonny Mitchell (Kaw); 3. Brad Crouch (Hon); 4. Greg Driscole (Suz).

30+ B: 1. James Schaubach (Hon); 2. Tim Mantooth (Hon); 3. Paul Mundt (Hon); 4. David Hobson (Yam); 5. Thomas Jennings (Suz).

30+ C: 1. Tim Hall (Hon); 2. Mike Salntoy (Hon); 3. David Howerton (Hon); 4. Charles Flanagan (Hon); 5. Billy Hyatt (Hon).

35+: 1. Sonny Mitchell (Kaw); 2. Penny Prilliaman (Kaw); 3. Ed O'Brien (Hon); 4. P. Mundt (Hon); 5. Greg Driscoll (Suz).

40+: 1. Auman Parrish (Yam); 2. Mark Rembold (Hon); 3. Tim Dineen (Hon).

OPEN AM: 1. Barry Nelson (Hon); 2. Denny Prilliman (Kaw); 3. Tom Haar (Hon); 4. Jason Manes (Hon).

U/L: 1. Travis West (Hon); 2. Thomas Turner (Kaw); 3. Richard Feidt (Kaw); 4. Kenneth Taylor (Hon); 5. Charles Johnson (Suz).

Joe proves a Stern competitor at Starwest SX

By Kyle C. Parsons

MORENO VALLEY, CA , JULY 27
Joe Stern remained consistent and patient for the overall win in the Intermediate class at Starwest Supercross Park's Saturday evening event held in Moreno Valley, California.

As the gate dropped for the first moto, it was Bill Schultz reeling off the holeshot. Rick Roberts was in hot pursuit, followed by Dave Breno, Stern and Greg Williams. As the freight train of riders came around for the first lap, Roberts challenged Schultz for the lead as Stern managed to get around Breno for third, leaving Breno to fend off a hard-charging Williams.

Roberts got around Schultz on lap two, while Stern waited patiently for a mistake by one of the two front-runnners. Stern's gamble paid off when Roberts stalled his bike on lap four and came to a complete stop, interrupting Schultz's progress and handing Stern the lead.

Schultz was able to get under way again and dropped in behind a revitalized Stern, with company in the form of Rob Townley, Williams and Breno as Roberts finally got the big four-stroke started and fell back into the fray in sixth place. Stern was able to put a three-second cushion between himself and the battle between Schultz and Townley, while the faint sound of a closing four stroke got clearer and clearer in the front-runners' ears.

Roberts rode like a man possessed, and disposed of Breno and Williams to close within striking distance of Townley and Schultz, who in turn had closed in on a tiring Stern. With one lap to go, it was anyone's race. Townley and Schultz came to the left and right of Stern in turn five as Roberts railed the outside line. It looked as if Roberts would pull off the ultimate last lap victory, but he was denied when his motor stalled once again.

Stern came across the line as the race winner, with Schultz, Townley, Williams, Roberts and Breno filling out the top six positions, respectively.

Looking to secure the overall for the evening, Stern put his 500cc into the first turn ahead of the rest of the pack at the start of the second moto. Williams, Roberts, Schultz and Breno looked determined to keep a refreshed Stern in sight. By lap two, Roberts had got around Williams and was closing on Stern, leaving Williams to fend off Schultz and Breno.

Roberts got around Stern on lap three and looked poised to take the second moto win after putting a two-second cushion between himself and the rest of the pack. However, a serious bobble and stall on Roberts' part allowed Stern, Williams, Schultz and Breno to get by as Roberts once again found himself in the sixth-place position.

As with the first moto, Roberts rode furiously and again set his sights on Breno. Stern was able to increase the cushion between himself and the rest of the pack and looked comfortable as the white flag fell, leaving Williams and Schultz to worry about the familiar sound of thunder, closing quickly.

With half a lap to go, Roberts closed on the second and third-place riders and would not be denied. With only five turns to go, Roberts picked off Williams and was looking left and right to get around Schultz, who was determined to keep Roberts behind him. That didn't stop Roberts, however, as he got around Schultz for the second-place spot to finish behind Stern, who took the overall for the evening.

Results

50 STK B: 1. Garry Miller Jr.; 2. Jake Hulett; 3. Jonathon Arana.
50 MOD (4-6): 1. Pascal Hernandez.
50 MOD (7-8): 1. Micheal Yardley
50 STK (7-8): 1. Shin Gabriele; 2. Charles Pearson; 3. Kristy Bouman.
50 STK (4-6): 1. Brady Huntley; 2. John Baltas; 3. Mathew Richardson; 4. Richard Sterling; 5. Blake Baggett.
50 STK (7-8): 1. Daniel Moore.
50 STRTR: 1. Mark Bailey; 2. Clayton Marillo; 3. Casey Huntley; 4. Chad Melton; 5. Brandon Miller.
50 NOV (8): 1. Jonathan Arana; 2. Garry Miller Jr.; 3. Jake Hullet.
50 EX (8): 1. Chase Takacs; 2. B.J. Bohrer; 3. Brandon Million; 4. Kameron Scott.
P/W STK: 1. Chase Takacs; 2. Shawn Mohr; 3. Brandon Million; 4. Jake Hulett; 5. Matthew Richardson.
P/W MOD: 1. Jonathon Arana; 2. B.J. Bohrer.
S/P/W: 1. Ryan McClintock.
60 JR (6-8): 1. Noah Hernandez.
60 BEG (6-9): 1. Brys Kuntz; 2. Ryan McClintock.
60 (9-11): 1. Dane Jackson.
80 (0-11): 1. Derrick McClintock.
80 (12-13): 1. J.J. Hall; 2. David Sullins.
80 BEG (12-16):1. Danny Mohr; 2. Jason Goreil; 3. Kalen Gibbons.
125 BEG: 1. John Montgomery; 2. Heath Hanke; 3. Jonathon Arazaga; 4. Nick Puio; 5. David Fox.
125 NOV: 1. Howey Erickson; 2. Micheal T. Fox; 3. Ricardo Palafox Mora; 4. Corey Clayton; 5. Dru Blocker.
125 INT: 1. Matt Puio; 2. Juan Lorenzo Palafox.
250 BEG: 1. Mike Tucker; 2. Mike Ralphs.
250 NOV: 1. Alex Zapata; 2. Ed Bastillos.
250 INT: 1. Eddie Legliu.
25+ BEG: 1. Joe Crooks
25+ NOV: 1. Shane Leydon.
25+ INT: 1. Nathan Pittman.
30+ BEG: 1. Isaac Lopez; 2. Clifford Jennings; 3. Jim Bradbury; 4. Jon Lundberg; 5. Chris Cumbo.
30+ NOV: 1. Jim Henn; 2. Jim Kuntz; 3. Tim McEntee.
30+ INT: 1. Greg Coy.
40+ MSTRS: 1. Dan McClintock.
OTHG BEG: 1. Mark Hertzler; 2. George Colleti; 3. Cameron Moore; 4. Danny Luiardi; 5. Nathan Kidder.
OTHG 38+ BEG: 1. Ryan Grosz; 2. Tom Truman; 3. Chris Cumbo; 4. Bob Breach; 5. David Hutcheson.
OTHG NOV: 1. Steve Jackson; 2. David Piefer; 3. John Pindard; 4. David Ward; 5. John Curran.
OTHG 38+ NOV: 1. Ken Yarnel; 2. Rob Ruder; 3. Michael Yelton; 4. Jim McConnell; 5. Phil Black.
OTHG Inter: 1. Tim Rash; 2. John Rizzo; 3. Bob Wagner; 4. Phil Means; 5. Tim McEntee.
OTHG 38+ INT: 1. Joe Stern; 2. Bill Schultz; 3. Rick Roberts; 4. Greg Williams; 5. Rob Townley.
OTHG EX: 1. David Fajardo; 2. Scott Berger; 3. Cortland Brown; 4. Dan Townsend; 5. Tommy Pelle.
OTHG 38+ EX: 1. Greg Green; 2. Doug Truhn 1. Craig Hoffmeister; 2. Marc Johnson; 3. Jim Henn; 4. Jerome Gibson.
OTHG Pro: 1. Craig Hoffmeister; 2. Marc Johnson; 3. Jim Henn; 4. Jerome Gibson.

Bradbury goes big at Starwest SX

By Kyle C. Parsons

MORENO VALLEY, CA, AUG. 3
Cody Bradbury ruled the Super Pee Wee class as the Pee Wees took to the big track for the last moto of the evening at Starwest Supercross Park in Moreno Valley, California.

Bradbury led the way to the first turn ahead of Kameron Scott, Jonathon Arana, Warren Davis and Brandon Million. While Bradbury proceeded to distance himself from the rest of the pack, Scott came under attack from Jonathon Arana and Warren Davis, Arana making his move around Scott at the end of lap two. Midway through lap three, Davis got around Scott and set his sights on Arana, as both riders looked on helplessly while Bradbury continued to increase his lead.

Meanwhile, Scott came under attack once again as Million got the only stock L.E.M. in the field rolling, and had a head of steam that all riders should have feared. Million disposed of Scott on lap four and was quickly closing the gap on Davis, but as soon as Davis caught sight of Million's front wheel he wicked up the throttle and outpowered Million to the next turn.

Bradbury and Arana secured and maintained the first and second-place positions, respectively, and when Scott's bike broke on the last lap, Scott was left to watch as Bradbury took the checkered. The fierce battle between Davis and Million raged throughout the last lap, as with only one turn left, Million tried the inside line but was overcome by Davis' horsepower and had to settle for fourth.

Results

50 STRTR (7-8): 1. Charles Pearson; 2. Shin Gabriele; 3. Mike Huttel.
S/P/W: 1. Cody Bradbury; 2. Warren Davis III; 3. Kameron Scott; 4. B.J. Bohrer.
50 STRTR (4-6): 1. Casey Huntley; 2. Tyler Sievers; 3. Blake Harbor; 4. Alec Guth; 5. Daniel Gonzalez.
50 NOV: 1. Jonathon Arana; 2. Brady Huntley.
50 EX: 1. Brandon Million; 2. Kameron Scott.
50 BEG: 1. Mark Bailey; 2. John Baltos; 3. Clayton Pratt; 4. Kevin Thompson; 5. Richard Sterling.
50 MOD BEG: 1. Micheal Yardley; 2. Bermshot Cunningham.
50 MOD A: 1. Cody Bradbury; 2. Kameron Scott; 3. Warren Davis III; 4. B.J. Bohrer.
50 MAIN: 1. Cody Bradbury; 2. Jonathon Arana; 3. Warren Davis; 4. Brandon Million.
60 BEG: 1. Sam Moore; 2. B.J. Kuntz.
60 JR (6-8): 1. Jarred Browne.
60 JR (9-11): 1. Brad Hottel.
80 BEG (0-11): 1. Kyle Foltz; 2. Ed Asselin; 3. Andrew Asselin.
80 BEG (12-16): 1. Limbo Bradbury; 2. Brad Robinson; 3. Kevin Payne; 4. Bill Walls; 5. Nick Moore.
WMN BEG: 1. Laurie Staats.
125 BEG: 1. Troy Neal; 2. Vincent Alfonso; 3. Robert Drenk; 4. Tony Amato.
125 NOV: 1. Haney Erickson.
250 NOV: 1. Ed Bustillos.
250 INT: 1. Anthony French.
250 PRO: 1. John Leddy.
30+ BEG: 1. Jim Bradbury; 2. Peter Gabrielle.
30+ NOV: 1. Jim Masters.
40+ NOV: 1. Ray Simmons.

Cheney clobbers Sturgis amateur ST

By Clay Light

STURGIS, SD, AUG. 5
Jerad Cheney overcame strong winds and dusty track conditions to win the Open A main during the Jackpine Gypsies AMA short track during the second race of the week-long Sturgis Rally and Race week, held in Sturgis, South Dakota.

The 10-rider, 10-lap Open A main was, for many spectators, the most exciting race of the evening. Cheney pulled a big lead at the unleashing and appeared untouchable until local rider Darrell Brink reeled him in. Brink looked for every opportunity to send Cheney back to second, but fell short. Third place honors went to Paul Malone, followed by Mark Amaro and Paul Gutierrez.

One of the several other impressive performances logged on the infamous track came from L.N. Waggener, who won both the 50cc and 60cc A main events. While Waggener ran away with the 50cc final, he did have some competition from Nick Marted in the 60cc A main, who made him work for the win.

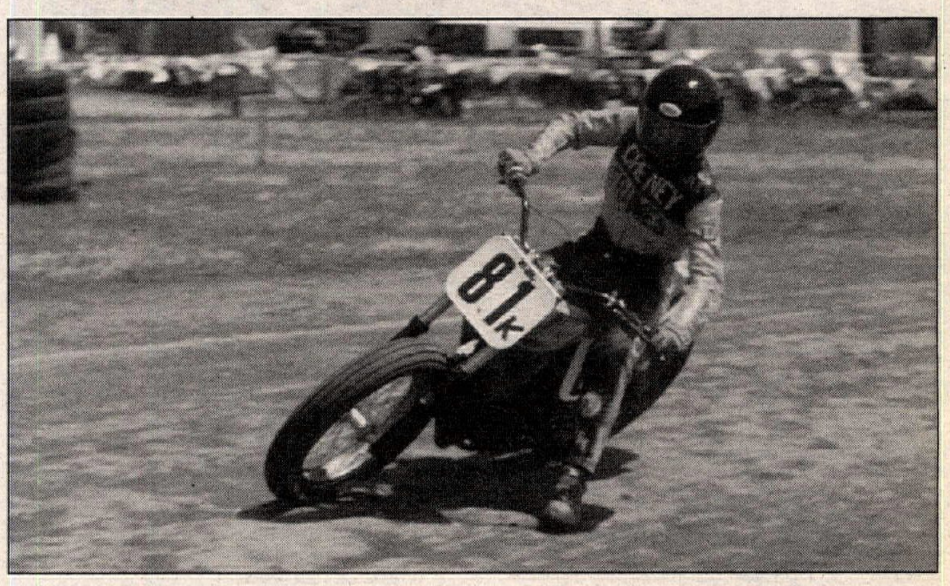
Greg Chicoine also rode to an impressive runaway win in the 250cc A main to net a two-class win for the second day in a row. Cheney, aboard a four-stroke Honda, motored through traffic to chase down Chicoine but fell short. Adam Jorgensen, the early-race leader, barely edged Sheldon Wenz for third at the finish, followed by Eric Flatmore in fifth.

Sean Light led a horde of South Dakota riders through the opening lap of the 125cc A main, but C.J. Beving and Collin Fowlkes displaced him on the following lap. A surprising Nick Olson carved through traffic to take a late race lead that proved to be good for a win. Olson was followed closely in second by Beving. Light finished the race in third position as Fowlkes and Darrin Lipp finished fourth and fifth, respectively.

Results

OPEN A: 1. Jerad Cheney (Hon); 2. Darrell Brink (Yam); 3. Paul Malone (Hon).
250 A: 1. Greg Chicoine (Kaw); 2. Jerad Cheney (Hon); 3. Adam Jorgensen (Yam).
125 A: 1. Nick Olson (Hon); 2. C.J. Beving (Kaw); 3. Sean Light (Hon).
80 A: 1. Chris Feist (Yam); 2. Sean Light (Yam); 3. Devin Wenz (SUZ).
60 A: 1. L.N. Waggener (Kaw); 2. Nick Marten (Kaw); 3. J. Keierleber (Hon).
50 A: 1. L.N. Waggener (Cob); 2. D.J. Brink (Yam); 3. Taylor Tammi (Yam).
VINT 600: 1. Darrell Brink (Yam); 2. Roy Haines (Bul); 3. Bill Neilsen (Yam).
VINT 250: 1. Charles Beving (Yam); 2. A. Nesshoefer (Bul); 3. Roy Haines (Bul).
DTX: 1. Greg Chicoine (Kaw); 2. Sheldon Wenz (Suz); 3. Eric Flatmoe (Hon).

(Right) Sean Light (9w) leads eventual 125cc A winner Darrin Lipp (11) in the opening round of TT action during the Sturgis Rally and Race Week held in Sturgis, South Dakota.
(Below right) Jerad Cheney takes it through the turns of the Jackpine Gypsies Short Track while on his way to the Open A main victory, in the second race of the week-long Sturgis Rally.



McClelland, Chicoine top Sturgis TT

By Clay Light

STURGIS, SD, AUG 4
John McClelland and Greg Chicoine were the big winners at the Jackpine Gypsies promoted TT, the traditional kickoff race for the 56th Annual Sturgis Rally and Race Week held in Sturgis, South Dakota.

McClelland battled back and forth with Sturgis' Randy Coughlin in the first of two combined Expert/Pro-Am heats, a race that eventually went McClelland's way. Coughlin sat on the pole position for the main and led until Kirk Jenneman crashed and the race was restarted. McClelland was right on Coughlin's rear wheel in the much tighter second race, and made a pass stick with a daring move that netted him the win and the lion's share of the purse.

Jim Forington, the top Expert finisher, trailed the Pro-Am duo for third ahead of Mark Erickson and Gary Maloney. McClelland came back to later win the 250cc Pro-Am final, beating Erickson and Tim Sears.

Chicoine won the 250cc A final, outdistancing Suzuki rider Sheldon Wenz. Third place went to Joe Uhler, who fended off Iowa's Jerad Cheney and Bultaco-rider Shawn Pettis. Chicoine also topped the competitive DTX class to net a double win, beating Darrin Lipp and Uhler.

Northwest rider Sean Light used his TT expertise to win the 80cc A main, riding to the day's largest lead in any of the classes. Light made his trek from Salem, Oregon, pay off by beating a surprisingly fast Danielle Beving and AMA District Champion L.N. Waggner. Devin Wenz finished fourth.

Vintage action was dominated by Charles Beving, who rode an interesting Champion-framed Yamaha two-stroke twin to wins in the Vintage 250cc and the Over 40 Vintage A mains.

Results

EX/PRO-AM: 1. John McClelland (Kaw); 2. Randy Coughlin (Rtx); 3. Tim Sears; (Yam).
250 PRO-AM: 1. John McClelland (Kaw); 2. Mark Erickson (Kaw); 3. Tim Sears (Yam).
OPEN A: 1. C.J. Beving (Hon); 2. Dane Miller (H-D); 3. Jerad Cheney (Hon).
250 A: 1. Greg Chicoine (Kaw); 2. Sheldon Wenz (Suz); 3. Joe Uhler (Yam).
125 A: 1. Darrin Lipp (Suz); 2. C.J. Beving (Kaw); 3. Sean Light (Hon).
80 A: 1. Sean Light (Suz); 2. Daniel Beving (Kaw); 3. L.N. Waggener (Kaw).
60 A: 1. L.N. Waggner (Cob); 2. Jacob Keirerleber (Hon); 3. Jay Miles (Yam).
40+ A: 1. Terry Uhler (Yam); 2. Mark Erickson (Kaw); 3. John McClelland (Kaw).
VINT 250: 1. Charles Beving (Yam); 2. Randy Jamison (Duc); 3. Shawn Pettis (Bul).
VINT 40+: 1. Charles Beving (Yam); 2. Dan Maloney (Hon); 3. William Burr (BSA).

Nolan nails first at Aurora MX

By Stacy Jensen

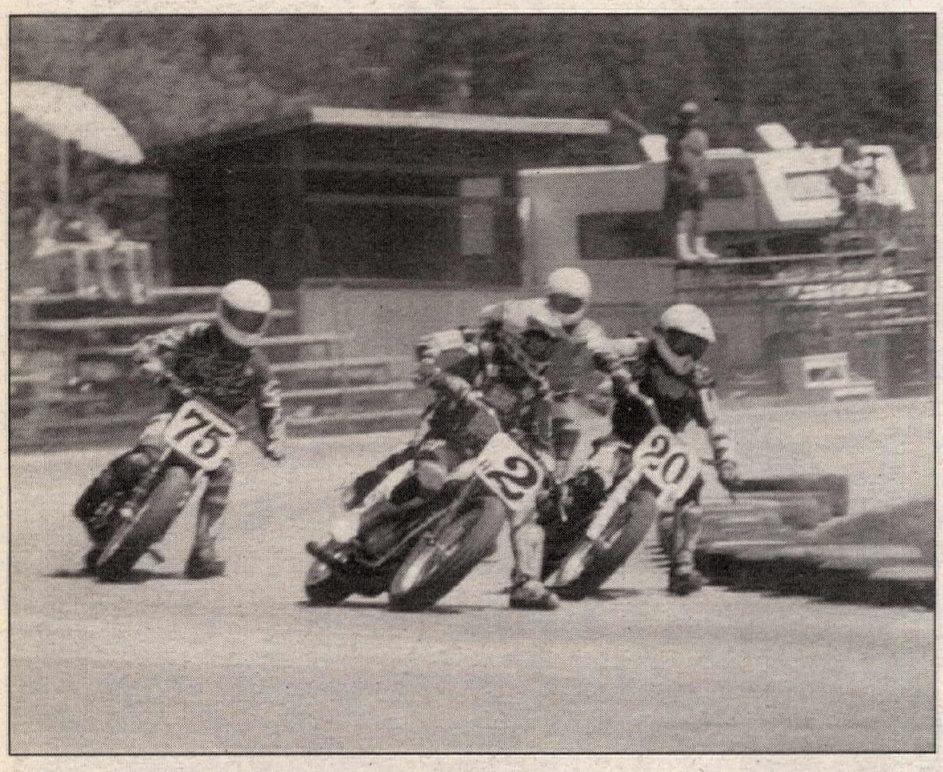
DENVER, CO, JULY 28
Bill Nolan blasted off to the Senior Expert class win at the Colorado Motorsports Productions Motocross held at Watkins/Aurora track in Denver, Colorado.

In the first moto, Nolan, Mark Poindexter, Norris Sanchez, Bruce McGrew and John Old were first off the line. Nolan had the lead and held on to it for five laps with a hard-pressing Poindexter making life difficult on the track while holding off Sanchez. By the end of the fourth lap, there were about two seconds between Nolan and Poindexter. As they were advancing toward the whoop section, Poindexter tried for a pass off of the table top and took the outside line into the turn when his rear tire started to slide out, but Poindexter maintained control and it was full throttle racing through the whoops.

Both riders seemed to be in the same position as they finished the whoops, however, Nolan swung low to block Poindexter's pass. On the sixth lap, Poindexter began his move for first, and it would take a complete lap and a half before he could accomplish his goal and move into first. Poindexter took the lead at the north end of the track, while running shoulder to shoulder with Nolan. Poindexter held on to take the win with Nolan, Dwight Catalano, Sanchez and Old rounding out the top five.

The second moto saw changes as Catalano was a no-show, Sanchez took first, Nolan retained second, Old took third and Poindexter and McGrew closed out the top five. Nolan captured the overall win, followed by Sanchez, Poindexter, Old and McGrew.

In the Senior Amateur class, Arnie Montelone jumped out with the holeshot and the lead, but mechanical troubles began to slow him on the second lap. Dale Winszewski moved into first place and hung on for the win, while Sam Hopper II, Glade Hill, Doug Hardin and Arnie Montelone finished second through fifth. Winszewski took first in the second moto, followed



Todd Hill (2) leads Phil Scott (75) in the 250cc B main at the Olympia Short Track in Washington; Scott prevailed.

by Hopper, Hill, Hardin and Robert Gissel. The overall win went to Winszewski, with Hopper, Hill, Hardin and Bruce Mills closing out the top five.

Results

50 NOV: 1. Daniel Estergard (Cob); 2. Robert Hoffschneider (Cob); 3. Michael Henderson (LEM); 4. Ike Yost (Cob); 5. Justin Jobe (KTM).

P/W AM: 1. Brad Alarid (Kaw); 2. Trevor Monks (Kaw); 3. James Ruiz (Kaw); 4. Travis Banister (Kaw); 5. Levi Jensen (Kaw).

MINI NOV: 1. Michael Kish (Yam); 2. Cody Schilder (Kaw); 3. Marc Contreras (Suz); 4. Jesse Wilkes (Yam); 5. Jeff Noreaga (Suz).

MINI AM: 1. Matt Tolle (Yam); 2. Marshall McCarty (Hon); 3. Cody Jensen (Kaw); 4. Michael Kish (Yam); 5. Tyler Walker (Yam).

MINI EX: 1. Jeff Boone (Kaw); 2. Brandon Hightower (Yam); 3. Brandon Hurato (Hon).

OPEN MINI: 1. Jeff Boone (Kaw); 2. Brandon Hightower (Yam); 3. Josh Murphy (Suz); 4. Richie Davison (Kaw); 5. Brandon Hurato (Hon).

125 NOV: 1. Mike Oliver (Yam); 2. Cory Edmiston (Hon); 3. Susan Cheney (Kaw); 4. Craig Hasto (Suz); 5. Brooke Renker (Kaw).

125 AM: 1. Jason Kerwick (Hon); 2. Danny Lookhardt (Kaw); 3. Chris Longwell (Hon); 4. David Mathery (Kaw); 5. Blake Woodman (Yam).

125 PRO: 1. Andy Atkins (Kaw); 2. Jared Carlson (Kaw); 3. Jeremy Henrichs (Kaw); 4. Todd Robertson (Suz); 5. Denton Schafer (Hon).

250 NOV: 1. Steve Bartell (Hon); 2. Joe Jarvie (Suz); 3. Willie Hung (Suz); 4. David Diehl (Yam); 5. Jake Ray (Kaw).

250 AM: 1. David Wolf; 2. Jay Lockett (Hon); 3. Troy Lessar (Suz); 4. Mike Kappleman (Hon); 5. Aaron Hill (Yam).

250 PRO: 1. Chad Wollaston (Yam); 2. Andy Atkins (Kaw); 3. Jared Carlson (Kaw); 4. Kip Sandell (Yam); 5. Wayne Balliett (Yam).

OPEN NOV: 1. Mike Oliver (Yam); 2. Kyle Locke (Yam); 3. Steve Bartell (Yam); 4. Wilie Hung (Suz); 5. Rich Langren (Yam).

OPEN AM: 1. Travis Reily (Kaw); 2. Alan Angelopules (Hon); 3. Norm Greemlee (Yam); 4. Jason Malso (Hon); 5. Chrid Longwell (Hon).

OPEN PRO: 1. Kip Sandell (Yam); 2. Andy Atkins (Kaw); 3. Wayne Ballett (Yam); 4. John Merwin (Hon); 5. Scott Fultcher (Yam).

VET NOV: 1. Luther Burch (Yam); 2. Stewart Smith (Yam); 3. Rod Provost (Yam); 4. Scott Kennett (Hon); 5. Susan Cheney (Kaw).

VET AM: 1. Vincent Nebbia (Kaw); 2. Mark Snow (Kaw); 3. Jim Cole (Yam); 4. Randy Schumard; 5. Derek Wieinerd (Kaw).

VET PRO: 1. David Newel (Kaw); 2. Bryan Curtis (Kaw); 3. John Merwin (Hon); 4. Shawn Smith (Yam); 5. Mark Gross (Yam).

SEN NOV: 1. Dan Daily (Yam); 2. Dwight Tronson (Yam); 3. John Longwell (KTM); 4. Greg Sheldon (Suz); 5. Brian Goodby (Hon).

SEN AM: 1. Dale Winszewski (Yam); 2. Sam Hopper (Yam); 3. Glade Hill (Yam); 4. Doug Hardin (Yam); 5. Bruce Mills (Yam).

SEN EX: 1. Bill Nolan (Yam); 2. Norris Sanchez (Yam); 3. Mark Poindexter (Yam); 4. John Old (Kaw); 5. Bruce McGrew (Kaw).

S/SEN: 1. Gary Shirhmizi (Yam); 2. Bryan Wolf (Yam); 3. John Beavers (Hon); 4. Ben Eckhardt (Hon); 5. John Malsom (Hon).

WMN NOV: 1. Dawn Winczewski (Yam); 2. P.J. Gaillard (Suz); 3. Amy Rogers (Yam); 4. Violet Martinez (Kaw); 5. Sonja Holsenbeck (Yam).

WMN AM: 1. Brooke Renker (Hon); 2. Cheryl Place (Kaw); 3. Cynthia Bennett (KTM).

McBride, Moore manhandle Oly Short Track

By Clay Light

OLYMPIA, WA, JULY 28

Nick McBride continued to maintain his stranglehold of the 30+ and Open A class points lead by winning the 30+ A main and taking second place to Gary Moore in the Open A main at the Tacoma Motorcycle Club's AMA District 27 Short Track at the Thurston County ORV park.

In the Open A main, former Pro motocrosser Don Knoblauch, who earlier won the Open B main, led the opening lap, but Honda-mounted Moore and Yamaha-mounted McBride both swallowed Knoblauch's lead to take over the first and second positions. Moore maintained a slim lead throughout the final for his first AMA outdoor win of the season.

"I just knew I was going to walk away with this one," said Moore. "Sometimes you just get a feeling that a great ride is in the works - and it happened!"

Despite pressure from AMA Pro Bob Moran, who topped the 30+ heat race, McBride was able to grab the lead in the A main ahead of Moran, Dan Kimbel, Moore and Don Montgomery.

Up front, Moran pushed McBride hard while Moore relegated Kimbel to fourth. Moore's charge brought the Tigard, Oregon, resident within striking distance of both leader McBride and second-place Moran, but the three ultimately finished it that order.

National number 78 Don Wilson jumped out in front of the combined Expert/Pro-Am final ahead of J.P. Simonsen, Chris Fitzhugh and Jeff Annen. Simonsen hounded Wilson for three laps, then made his move in a daring outside pass for the lead - and ultimately the win - with Annen also dumping Wilson back a notch. Fitzhugh finished fourth ahead of top Pro-Am rider Randy Patterson.

Results

EX: 1. J.P. Simonsen (Hon); 2. Jeff Annen (Rtx); 3. Don Wilson (Rtx).

PRO-AM: 1. Randy Patterson (Rtx); 2. Todd Hagmann (Rtx); 3. Christian Vernon (ATK).

OPEN A: 1. Gary Moore (Hon); 2. Nick McBride (Yam); 3. Jamie Farrow (Hon).

250 A: 1. Joe Lenz (Hon); 2. Robert Rosie (Suz); 3. Jake Holden (Hon).

125 A: 1. Kurt Hawk (Hon); 2. Daniel Adkins (Hon); 3. Nicky McBride (Hon).

80 A: 1. Jake Holden (Hon); 2. Scooter Vernon (Hon); 3. Kyle Bunger (Hon).

80 DTX: 1. Scooter Vernon (Hon); 2. Michael Rochester (Kaw).

60 A: 1. Kevin Bunger (Kaw); 2. Michael Rochester (Kaw); 3. Nick Sellers (Kaw).

40+ A: 1. Dave Mahler (Hon); 2. Vince Holt (Rtx); 3. Tom Tennant (Tri).

PRE UNIT: 1. Larry Saxton (BSA); 2. Ron Predmore (BSA); 3. Bob Smith (H-D).

250 B: 1. Phil Scott (Hon); 2. Ray DeFord (Hon); 3. Todd Hill (Yam).

VINT SGL: 1. Tom Sheard (Yam); 2. Brian Schlit (Yam); 3. Dave Wolff (Hon).

30+ B: 1. Neil Giertsen (Bul).

Hutson nearly takes two at Trailblazers Cross Country

By Darryl Smith

SAINT JO, TX, JUNE 30

Todd Hutson was unaffected by the hot summer conditions and rode to two podium finishes, finishing first in the 125cc Intermediate race and taking the third-place spot in the 250cc Intermediate race at the ninth round of the Trailblazers' 1996 Texas Cross Series.

Hutson was the definitive Ironman on the day, racing to third in the morning 250cc, then sitting around for four hours in the 100-degree heat before lining up for the afternoon's 125cc Intermediate race. After a midpack start, Hutson pulled up on Chris Dejarneatt's rear wheel and followed Dejarneatt's dust for two laps before taking the lead and holding on for a close win.

Scott Foster tried to wipe out the 250cc AA start for the third week in row. A wide-open fifth gear start into a left-hand sweeper was a big change compared to the number of second-gear starts Foster has made throughout the season. Foster's erratic style had him tangled with Tracy Anders even before the first turn. The two locked up at speed and went about 30 yards tangled together before hitting the ground and pushing several other riders off the track. Foster was unhurt, but Anders suffered a broken arm in the accident.

Eric Hess grabbed the holeshot, avoiding the first-turn mess on the inside.

David Culpepper and Tom Robinson quickly moved past Hess on lap one. Culpepper held off Robinson midway into lap two, and the two riders finished in that order. Foster was on the charge and had moved by Hess into third place by lap four. Foster held onto third for the final lap while Bobby Southard nailed Hess on the white-flag lap to steal fourth.

Glen Boyett was the only AA 125cc rider to get all his laps in. Boyett topped Joey Houghton and Tod Myers, but his win was a costly one as he severely bent both his rims during the race, as did many other riders.

The 50cc class on Saturday evening was full of non-stop action. The sandy terrain was a new challenge for some and caused a few crashes, changing the leaderboard often. The Attaway brothers were entertaining with their flat-track style through the grass and their visorless helmets. Darren Attaway was the runner-up, while David Attaway was fourth.

D.J. McMillon took the top spot on his KTM, and Colton Wright stepped in third. Jennifer Flowers finished fifth after running near the front early in the race.

Results

250+ AA: 1. Tom Robinson (Suz); 2. David Culpepper (Suz); 3. Scott Foster (Yam); 4. Bobby Southard (KTM); 5. Eric Hess (Hus).

PRO: 1. Clay Hoenshell (Suz); 2. Donnie McMillon (KTM); 3. Clifford Goertz (Yam); 4. Billy Spurlock (Suz); 5. Brian Storrie (Kaw).

200- AA: 1. Glen Boyett (Yam); 2. Joey Houghton (Hon); 3. Tod Myers (Yam).

OPEN EX: 1. Todd Slavik (KTM); 2. Marty Ishmael (Kaw); 3. Todd Gleaves (KTM); 4. Leroy Schmidlkofer (Hon); 5. David Sellers (Hon).

250 EX: 1. Danny Elmore (Kaw); 2. Kenny Vowell (Suz); 3. Jimmy Lee Williams (Yam); 4. Aaron Mizar (Hon); 5. Adrian Jacobs (Yam).

200 EX: 1. Timothy Gillis (Kaw); 2. Duane Badgely (Kaw); 4. John Pace (Kaw); 4. Nathan Eads (Kaw).

125 EX: 1. Jeremy Butler (Hon); 2. Brian Barnes (Yam); 3. Scott Sims (Kaw); 4. Todd Gleason (Hon); 5. Mark Weeks (Yam).

EX (30+): 1. Dana Wright (Suz); 2. Ray Jennings (Yam); 3. Eddie Linn (Kaw); 4. Rick Haley (Yam); 5. David Koontz (Yam).

EX (38+): 1. Andrew Cooksey (Kaw); 2. Don Fitzsimmons (Hon); 3. Neil Blackburn (Kaw); 4. Darrell Conner (Hon); 5. Dan Burch (Hon).

EX (45+): 1. Gene Pannell (Yam); 2. Howard Butler (Hon); 3. Freddie Dejarneatt (Yam); 4. Loyd Morgan (Yam); 5. Ronald Mullen (Hon).

EX (50+): 1. Bill Fleming (Suz); 2. Hazen Smith (Hon); 3. Dave Burnap (Kaw); 4. Dwight Leatherwood (KTM); 5. Don Ehmke (Hbg).

4-STK EX: 1. Dale Shields (Hon); 2. Mike Moore (Hus); 3. Phillip Gentry (Hon); 4. Courtney Christian (Hon); 5. Paul Short (Hon).

250 INT: 1. James Tennyson (Yam); 2. Clint McBride (Kaw); 3. Todd Hutson (Kaw); 4. Joseph Cheatum (Yam); 5. Tom Moran (Kaw).

125 INT: 1. Todd Hutson (Hon); 2. Chris Dejarneatt (Yam); 3. Jason Baber (Yam); 4. Paul Kell (Kaw); 5. Jeremy Weeks (Yam).

INT (30+): 1. Marty Cathey (Yam); 2. Gregg Royar (Suz); 3. Scott Chinnock (Kcrw); 4. Rickey Marsh (Suz); 5. Danny Flowers (Suz).

INT (38+): 1. Mark McDonald (Kaw); 2. Douglas Taft (Yam); 3. John Essinger (Yam); 4. Scott Winn (Kaw); 5. Wayne Reeves (Yam).

INT (45+): 1. David Nielsen (Yam); 2. Larry Dodson (Hon); 3. Charles Robinson (KTM); 4. John Miera (Hon); 5. Kerry Foster (Kaw).

OPEN AM: 1. Brian Hoffman (KTM); 2. Robert Sutton (KTM); 3. Todd Hamel (Hus); 4. Vince Police (KIM)); 5. Tom Payne (Kaw).

250 AM: 1. Danny Souder (Yam); 2. Jay Novero (Yam); 3. Clinton King (Yam); 4. Christopher Martin (Kaw); 5. Jeff Chauza (Suz).

200 AM: 1. Glen Pinion (Kaw); 2. John Bryant (Kaw); 3. Matt Panter (Kaw); 4. Don Heierman (Kaw); 5. Danny McDonald (Kaw).

125 AM: 1. Luke Johns (Suz); 2. Dwayne Tincher (Suz); 3. J. D. Everheart (Yam); 4. Darren Rogers (Yam); 5. Cody Bob Dean (Kaw).

AM (30+): 1. Tommy Smith (Yam); 2. Glen Eiland (Yam); 3. Joey Marcom (Ycim); 4. Kevin Lewellen (Kaw); 5. Kevin House (Suz).

AM (38+): 1. Rick Davis (Hon); 2. Sonny Jones (Suz); 3. Eddie Kinder (Yam); 4. Mark Bergman (Suz); 5. Richard Riggs (Yam).

AM (45+): 1. John West (Hon); 2. John Petton (Kaw); 3. John Johansen (Suz); 4. David Lucas Sr. (Kaw); 5. Ivan Scott (Suz).

AM (50+): 1. Gary Ratliff (Hon); 2. Skip Gove (Yam); 3. Max Brand (Kaw); 4. Grady Burch (KTM); 5. Barry Millwood (Suz).

4-STK AM: 1. Steve Turner (Hon); 2. Matthew Martin (Hon); 3. Jeff Gunter (Hon); 4. Charles Cundiff (Hon); 5. Mike Garner (Hon).

WMN EX: 1. Cathy Craig (Hon); 2. Bethany Jacobs (Kaw); 3. Gayle Culpepper (Yam); 4. Shelly McMillon (KTM); 5. Alice Flowers (Hon).

WMN AM: 1. Amber Henson (Hon); 2. Jo Boswell (Hon); 3. Julie Schields (Hon); 4. Michelle Ogden (Hon); 5. Linda Mitchell (Kaw).

MINI EX: 1. Bryan Miller (Kcrw); 2. Chris Abbott (Yam).

MINI AM: 1. Geoff Speed (Suz); 2. Tyler Rawlings (Kaw); 3. Matthew Doughty (Kaw); 4. Paul Young (Suz); 5. Brandon Panter (Hon).

50: 1. D. J. McMillon (KTM); 2. Darren Attaway (Yam); 3. Colton Wright (KTM); 4. David Attaway (Yam); 5. Jennifer Flowers (Yam).

60/80 BEG: 1. Jeremy Oliver (Yam); 2. Cody Steves (Yam).

Zulian zooms at Berthoud RR

By Stacy Jensen

BERTHOUD, CO, JULY 14

Chad Zulian battled a field of highly competitive riders to grab the overall 125cc Amateur win at the Sport Riders Association of Colorado's 15th race.

The first lap of moto one of the 125cc Amateur class saw Scott Burris in first position, Mike Royer in second, Mike Maddock third, Shane Tempkins forth and Billy Dotson in fifth. Maddock moved past Royer on the second lap and Dotson flew by Tempkins. Jeremy Miller moved from seventh to fifth and Tempkins slid back to eighth.

The track took its toll on Royer during lap three as he went down on the main straightaway in front of the starting gate while pressing hard on Maddock's back door. With Royer out for the rest of the moto, Keith Zulian slid into fifth position. Slight changes took place during the final four laps with Chad Zulian moving from 12th position on the first lap to third place by the completion of the race.

Maddock chased Burris for seven laps without being able to pass, but got the first-place position due to a starting infraction on Burris' part that resulted in a one-lap penalty. The first moto's top five places went to Maddock, Dotson, Chad Zulian, Keith Zulian and Ryan Cook, respectively.

Burris was slow to get off the line at the start of the second moto, and was in the 23rd spot throughout the first lap. Dotson took the lead with Nick Medcalf, Ryan Cook, Nick Ralston and Erik Janssen close at hand. Chad Zulian was in sixth and looking for places to advance on every piece of the track. Cook dropped to fifth on the second lap, and eventually pulled off the track and out of the race.

Meanwhile, Zulian moved into fourth positon, then grabbed third on the final lap when Dotson pulled off the track. Nick Ralston took the second-moto win, followed by Metcalf, Zulian, Lee Kunselman and James Volmer. With a fantastic ride, Burris charged past rider after rider to place sixth. Overalls went to Chad Zulian, Nick Ralston, Nick Metcalf, Mike Madock and Lee Kunselman, respectively.

Results

50 NOV: 1. Thomas Suman (Cob); 2. Ike Yost (Cob); 3. Justin Jobe (KTM); 4. Michael Henderson (LEM); 5. Kyle Cohrs (KTM).

P/W NOV: 1. Lance Hiser (Kaw); 2. Zach Wertz (Kaw); 3. Vince Montelone (Kaw); 4. Brandon Risk (Kaw); 5. James Rail (Kaw).

MINI NOV: 1. Blaine Zulian (Kaw); 2. Cody Schilder (Kaw); 3. Jason Wilson (Kaw); 4. Michael Kish (Yam); 5. Dan Sekich (Kaw).

MINI AM: 1. Matt Bunis (Kaw); 2. Clifton Stroud (Yam); 3. Clint Huff (Kaw); 4. Tyler Walker (Yam); 5. Jon Hill (Suz).

OPEN MINI: 1. Jeff Boone (Kaw); 2. Brandon Leghtower (Yam); 3 Matt Whitmarsh (Hon); 4. Adam Nazarenus (TM); 5. Josh Murphy (Suz).

125 AM: 1. Chad Zulian (Kaw); 2. Nick Ralston; 3. Nick Metcalf; 4. Mike Madock (Kaw); 5. Lee Kunselman (Yam).

125 PRO: 1. Jared Carlson (Kaw); 2. Chad Wollaston (Yam); 3. Derek Shaffer (Hon); 4. Jason Hurtado (Hon); 5. Brian Sharp (Hon).

250 AM: 1. David Wolf; 2. Mike Kappleman; 3. Rob Habe; 4. Jeff Quenzer; 5. Michael DeScenzo.

250 PRO: 1. Chad Woolaston (Yam); 2. Jared Carlson (Kaw); 3. Lane Swink (Kaw); 4. Jeremy Middaugh (Kaw); 5. Bryan Curtis (Kaw).

OPEN PRO: 1. Jared Carlson (Kaw); 2. Alan Angelppulos (Hon); 3. Noris Sanchez (Yam); 4. Rodney Kuntz (Kaw); 5. John Freeman.

VET NOV: 1. Mike Burke (Hon); 2. David Mechen (Hon); 3. Scott Kermeth (Hon); 4. Randy Haugen (Hon); 5. Stewart Smith (Yam).

VET AM: 1. Tracy Travis (Kaw); 2. Jim Cole (Yam); 3. James Volmer (Yam); 4. Gary Beckman (Hon); 5. Gary Kuntz (Kaw).

VET PRO: 1. Bryan Curtis (Kaw); 2. Randy Hocker (Yam); 3. Michael DeScenzo (Yam); 4. Boo Sticher (Cag); 5. Joe Arnold (Kaw).

SR NOV: 1. John Longwell (KTM); 2. David Peine (KTM); 3. Michael Huntoon (Hon);- 4. Mitchel Buer (Yam); 5. Greg Sheldon (Suz).

SR AM: 1. Randy Mayer (Hon); 2. Amie Montelone (Yam); 3. Mark Anderson (Kaw); 4. Doug Hardin (Yarn); 5. Bruce Mills (Yam).

SR EX: 1. Mark Poindexter (Yam); 2. Pete Edmisten (Hon); 3. Jim Wyman (Yam); 4. Nfike Kish (Hon); 5. John Old (Kaw).

S/SR: 1. Gary Shirhmizi (Yam); 2. Bryon Wolf (Yam); 3. John Beavers (Hon); 4. Tom Hamm (Suz); 5. Ben Eckhardt (Hon).

WMN NOV: 1. Dawn Winczewski (Yam); 2. Amy Rogers (Yam); 3. Kelly Longwell (Kaw); 4. Nancy Burdan (Kaw).

WMN AM: 1. Cheryl Place (Kaw); 2. Cynthia Bennett (KTM).

SPTSMN: 1. Matt Tittlemeir (Kaw).

OPEN NON-PRO: 1. Chris Doerflee, (Suz); 2. Randy Cooper (Yam).

Saline County Arenacross gets stoned

By Lance Martin

HARRISBURG, IL, JULY 23

Doug Stone rocked the 125cc and 250cc Pro classes at the Saline County Fairgrounds, taking double victories.

In the first 125cc Pro race Marty Vaughn - two-time winner of the event - blasted out to the lead with Stone a few bike lengths back. At the halfway point, Stone showed Vaughn his fender

and forced his way into the lead. Stone distanced himself from the rest of the field to secure the win, while Vaughn held on to second followed by Brian Stone and Todd Sheedy.

Vaughn holeshot race two with Devin Banks in tow and Stone a distant third. Vaughn cushioned his lead with distance, but at the halfway point Stone made his move again. He quickly displaced Banks to third and set his sights on Vaughn. With three laps to go, Stone went wide to rail the turn prior to the finish line step-up with Vaughn on the inside. Stone had the momentum over the step-up to fly past Vaughn and cruised the last few laps to the win. Brian Stone made a last-lap pass to drop Vaughn to third, followed by Banks and Sheedy Vaughn proved to be the fast starter of the night as he grabbed the lead of the first 250 Pro race. Doug Stone didn't waste any time as he motored around Vaughn on the second lap. Brian Stone and Sheedy dropped Vaughn to fourth with Chad Rhine finishing fifth.

The second 250cc Pro race was the spoiler of the night for Doug Stone. He gated poorly and tangled with another rider in turn one. Stone ended up going down hard, and when he remounted, he was a full lap down. Sheedy capitalized on Stone's misfortune and held off a fierce battle with Brian Stone. The crowd was on its feet as Stone came just a few feet short at the finish. Vaughn nailed down third, followed by Rhine and Dhayer. The Stone brothers ended up the big money winners of the night as they took home the lion's share of the $2500 purse.

Results

125 PRO 1: 1. Doug Stone (Kaw); 2. Marty Vaughn (Hon); 3. Brian Stone (Kaw); 4. Todd Sheedy (Suz); 5. Ross Dhayer (Suz).

125 PRO 2: 1. Doug Stone (Kaw); 2. Brian Stone (Kaw); 3. Marty Vaughn (Hon); 4. Devin Banks (Suz); 5. Todd Sheedy (Suz).

250 PRO 1: 1. Doug Stone (Kaw); 2. Brian Stone (Kaw); 3. Todd Sheedy (Suz); 4. Marty Vaughn (Hon); 5. Chad Rhine (Kaw).

250 PRO 2: 1. Todd Sheedy (Suz); 2. Brian Stone (Kaw); 3. Marty Vaughn (Hon); 4. Chad Rhine (Kaw); 5. Ross Dhayer (Suz).

80 AM: 1. Jared Smith (Kaw); 2. Gary Edmondson (Hon); 3. Raymond Aquilar (Yam); 4. Terry Monroe (Kaw); 5. Jeremy Rennison (Yam).

125 AM: 1. Jason Reich (Kaw); 2. Nick Walsh (Hon); 3. Marty Keoughan (Hon); 4. Allen Kerperien (Suz); 5. Matt Newberry (Yam).

250 AM: 1. Shane Hampton (Hon); 2. Mark Garrison (Yam); 3. Shawn Smithpeters (Hon); 4. Steven Phillips (Yam); 5. Mike Mayer (Yam).

OPEN: 1. Lance Martin (ATK); 2. Israel Burtis (Yam); 3. Ronnie Rice (Hon).

SR: 1. Dallas Mayer (Yam); 2. Dennis Morgan (Yam); 3. Mark Ruzich (Yam); 4. David Pickering (Kaw); 5. Todd Norris (Suz).

Smith thrashes Thurston County Short Track

By Clay Light

MCCLEARY, WA, JULY 14

Brad Smith continued his current Northwest win streak in the 125cc class after thrashing his competition at the Thurston County ORV Park's short track.

Smith, winner of the past four 125cc A main events in the AMA District 27 TT/Short Track series, was again red hot, topping his heat race to sit the pole for the main event. Oregon's Sean Light, who has finished second to Smith the past three races, grabbed the lead in the main, followed by Smith and points leader Nick McBride.

Smith swooped up Light's lead on lap two and kept himself out front for keeps, fending off Light's advances. McBride stayed glued to Light's rear wheel, while further back were Jason Rosie and Tyler Powell. Smith scored a win over Light - both of whom are fresh out of the 80cc ranks - to keep his streak intact, while McBride nabbed third to continue his points lead.

Robert Rosie came out on top of the nine-rider 250cc A main, but it didn't come without pressure from McBride's four-stroke Honda. McBride salvaged second ahead of Honda riders Larry Ward and Phil Scott, while Yamaha rider Chase Gilbert filled out the top five.

As the season passes the midway point,. several interesting points battles have developed. Dave Mahler, who has come on strong lately in the 40+ class, fended off class champion Vince Holt for a win. Tom Simpson finished third, followed by Ron Predmore and Mike Bradshaw.

Nick McBride Sr. kept his Open class title hopes alive after a win in the Open A main, finishing ahead of Pro-Am rider Tim Williams and David Matiter Jr. Chris Kuckliok and Rick Warmbo finalized the top five behind him.

Results

PRO: 1. Eric Hickman (Rtx); 2. Dan Kimbet (Yam); 3. Chris Kucklick (Rtx).

OPEN A: 1. Nick McBride Sr. (Yam): 2.Tim Williams (Yam); 3. David Mahler, Jr. (Hon); 4. Chris Kucklick (Rtx); 5. Rick Warmbo Jr (Hon).

30+ A: 1. Dan Kimbel (Yam); 2. Tim Williams (Yam); 3. Nick McBride Sr. (Yam); 4. Frank Mock (Hon); 5. Mike Bradshaw (Yam).

250 A: 1. Robert Rosie (Suz); 2. Nick McBride Jr (Hon); 3. Larry Ward (Hon); 4. Phil Scott (Hon); 5. Chase Gilbert (Yam).

125 A: 1. Brad Smith (Kaw); 2. Sean Light (Hon); 3. Nick McBride Jr (Hon); 4.Tyler Powell (Hon); 5. Jason Rosie (Hon).

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(Left) Steve Erikson, overall winner of the Over 40 Intermediate class, pursues Mark Henry (75) in their double-moto battle at Silver City Raceway in Carson City, Nevada. (Below left) Jacqueline Hudson was the winner in the Women's class at Lakeside Motorsport Raceway in Bastrop, Texas.

40+ A: 1. Dave Mahler Sr. (Hon); 2. Vince Holt (Hon); 3.Tom Simpson (H-D); 4. Ron Predmore (BSA); 5.Mike Bradshaw (Yam).

80 A: 1. Chris Waite (Hon).

80 DTX: 1. Chris Waite (Hon); 2. Nick Sellers (Kaw); 3.Joe DeLong (Kaw).

60 A: 1. Nick Sellers (Kaw); 2. Matt Bowling (Kaw); 3. Tim Haycock (Kaw): 4. Wess Church (Kaw); 5. Joe DeLong (Kaw).

50 JR: 1. Justin MacMillan; 2. Roby Haycock; 3. Brenton Schnitzer.

50 SR: 1. Wess Church.

PW: 1. Ansley Felder; 2. Austin Felder; 3. Kayla Church.

250 (30+): 1. Mike Harritt; 2. Robert Rosie; 3. Todd Hill.

Hudsons heat up Summer Series Motocross

By T.Q. Jones

BASTROP, TX, JULY 13

Jacqueline Hudson and her father Tom had a good night at the final round of Lakeside Motorsport's Summer Series. Jacqueline Hudson's victory came in the Women's class. She and Sunday Beach ran 1-2 in the class in both motos, though Beach came to grips with the course in the second moto and was close at the end.

The Over 25 class had some of the best racing of the night as Tom Hudson, Shayne Brightwell and Brent Hewett went at it. Hudson had the holeshot in the first moto, but lost the lead to Brightwell in the first whoops section. Though Hudson rode the back wheel from the exit of the whoops all the way to the next jump, he couldn't catch Brightwell. It was a tight race, but without much passing as they finished with Brightwell first, followed by Hudson, Hewett and Terry Deck, respectively.

Hudson got the holeshot again in the second moto, then put a block move on Brightwell in the second turn and came out with the lead. Hewett also got by Brightwell as he recovered, and took off after Hudson. The moto was in doubt all the way to the finish.

Though Hudson never technically lost the lead, Hewett and Brightwell swapped second and third a couple of times and both managed to get up alongside Hudson more than once; Brightwell managing to go from fighting Hudson for the lead back to third place in the space of two turns. Hudson won and took the overall, while Brightwell got the moral victory with a first and third, edging out Hewett's third and second for second overall.

Results

50: 1. Weston McCulloch (LEM); 2. Clint Braneff (Yam); 3. William Turner (KTM). 4. Joshua Babin (Yam); 5. Steven King (Yam).

60 JR: 1. Justin Taylor (Kaw); 2. Robert Yakesch (Kaw); 3. Austin Miller (Kaw); 4. Clint Braneff (Kaw); 5. Jake Beach (Kaw).

60 SR: 1. Joshua Tuttle (Kaw); 2. Justin Taylor (Kaw); 3. Robert Yakesch (Kaw); 4. Derek Harris (Kaw); 5. Jake Beach (Kaw).

80 BEG: 1. Ryan Haring (Yam); 2. Justin Jobe (Yam); 3. Trey Mundine (Kaw); 4. Trey Southerland (Kaw); 5. Adam Brinker (Hon).

80 JR: 1. Johnny McHenry (Suz); 2. Joey Barten (Kaw); 3. Justin Taylor (Kaw); 4. Austin Miller (Kaw); 5. Ryan Horton (Suz).

80 SR: 1. Brandon Benke (Hon); 2. Waylon McCulloch (Kaw); 3. Brandon Beabout (Kaw); 4. Jamie Rau (Kaw); 5. Michael Southerland (Yam).

80 OPEN: 1. Brandon Beabout (Kaw); 2. Brandon Benke (Hon); 3. Waylon McCulloch (Yam); 4. Jamie Rau (Kaw); 5. Geoffrey Mayfield (Yam).

WMN: 1. Jacqueline Hudson (Kaw); 2. Sunday Beach (Hon); 3. Tanya Lara (Kaw); 4. Aszha Hall (Kaw).

125 BEG: 1. Kenne Tuttle (Hon); ,2- Tommy Pechal (Yam); 3. Brian Riggin (Yam); 4. Shawn Hrabal (Hon); 5. Danny Egner (Yam).

125 NOV: 1. Jeff Morris (Suz); 2. Barry Tuttle (Suz); 3. Wesley Brown (Kaw); 4. Will Murphy (Suz); 5. B.J. Breeden (Kaw).

125 INT: 1. Cole Brown (Hon); 2. Harley Murphy (Hon); 3. Andy Boubel (Kaw).

125 SCHBY: 1. Darin Stubbs (Kaw); 2. Barry Tuttle (Suz); 3. Kenne Tuttle (Hon); 4. Shawn Hrabal (Hon); 5. Mark Olley (Kaw).

125 OPEN: 1. Cole Brown (Hon); 2. Harley Murphy (Hon); 3. Jacob Barten (Hon); 4. Chris Prida (Yam).

250 BEG: 1. Jarrod Goertz (Hon); 2. Charles Chapin (Yam); 3. Cody Yoakum (Kaw); 4. Bryan Helford (Hon); 5. Robert Shepard (Hon).

250 NOV: 1. Will Murphy (Hon); 2. Glen Beach (Kaw); 3. David Gibson (Yam); 4. Johnny Butler II (Hon); 5. Brent Hewett (Kaw).

250 INT: 1. Donny Jackson (Kaw); 2. Brian Johnson (KTM); 3. Jerry Faikus (Hon).

125/250 EX: 1. Vince Kacil (Hon); 2. Michael Peacock (Hon).

250-500 OPEN: 1. Donny Jackson (Kaw); 2. Brian Johnson (KTM); 3. Richard Janning (Hon).

25+: 1. Tom Hudson (Kaw); 2. Shayne Brightwell (Hon); 3. Brent Hewett (Kaw); 4. Terry Deck (Kaw); 5. Billy Harrison (Hon).

30+: 1. Russell Chapman (Hon); 2. Tom Hudson (Kaw); 3. Jerry Farmer (Hon); 4. Raymond Hutto (Suz); 5. Glen Beach (Kaw).

Erickson tops at Carson City MX

By John Gola

CARSON CITY, NV, JULY 21

Steve Erickson took the overall win from Mark Henry in a tightly contested battle in the Over 40 Intermediate class at Silver State Raceway in Carson City, Nevada.

The morning moto saw Henry get the holeshot with Erickson in close pursuit. At one point Erickson stuck a wheel inside Henry and thought he could make a move to the front, but Henry kept it dialed on and railed the turn to maintain the lead and take the win.

Henry had a 1-1 finish on his mind as he holeshot the second moto as well. Erickson bogged on the line and was fifth into the first turn. However, Erikson worked his way into third position and then moved into second when Jim Keeton bobbled on a bumpy downhill section.

The course consisted of tight turns, sharp jumps and two long, rough straights connected by a sweeping left-hander. Henry held a slight advantage through the infield section, but Erickson found a smoother line on the back straight at the edge of the track and pulled alongside Henry. With one lap to go, Henry was again leading on the straight when he hit a rough section and was thrown forward onto the tank. He rode this way for at least 50 feet before regaining control, but not before Erickson jumped into the lead. Keeton was right there also, but couldn't move into second before Henry got back on the gas.

Erickson had just enough breathing room to take the win without a serious challenge from his pursuers.

After the race, Henry disclosed that when he was thrown onto the tank he had knocked the gas cap vent tube off and impaled his riding pants on the vent pipe. Every time he tried to slide back onto the seat, he was stuck. By the time he managed to free himself, the damage had been done.

Robert Hansen showed that younger doesn't necessarily mean faster by winning the Over 40 and Over 30 Expert races.

After riding dirt track most of the year, Butch Cochran returned to motocross with a runaway victory in the Premier Open Twins class.

Zach Blazek volunteered to be moved up to the Intermediate class after he took Novice-class wins in the Sportsman 250 and 125cc races, and a second in the Sportsman 500cc.

Results

PREM L/W EX: 1. David Boydstun (Gre).

PREM L/W INT: 1. Mike Green (BSA); 2. J.D. Janiec (BSA).

PREM L/W NOV: 1. Jim Cameron (BSA).

PREM 500 EX: 1. Mike Atkins (Mat); 2. Peter Cruttenden (Tri-BSA).

PREM 500 INT: 1. Kelly Shane (Ari); 2. J.D. Janiec (AJS); 3. Fred Mork (ESO).

PREM 500 NOV: 1. Dennis Moore (BSA).

PREM OPEN TW EX: 1. Butch Cochran (BSA); 2. Bill Knight (Nor); 3. Danny Davies (Tri); 4. Ken Corpe (BSA).

CLSC 125 EX: 1. Allen Wenzel (Sac); 2. Mark Arsenault (Hus);

CLSC 125 INT: 1. Robert Borg (CZ); 2. Art Fleming (Yam); 3. Scott Fisher (Hon); 4. Doyle Cook (Ric); 5. Steve Sprague (Bul).

CLSC 125 NOV: 1. Mike Folena (Ric); 2. Robert Whitaker (Hon);; 3. Rustin Banks (Hod); 4. Greg Kendrick (Bul).

CLSC 250 INT: 1. Jim Keeton (CZ); 2. John Culliford (Oss).

CLSC 500 EX: 1. Mike Atkins (Mab); 2. John Geer (BSA); 3. Randy Hanson (Hus).

CLSC 500 INT: 1. Steve Sprague (Bul).

CLSC 500 NOV: 1. Mike Lightfoot (BSA); 2. Dennis Moore (BSA); 3. Kay Mann (BSA).

SPTSMN 125 EX: 1. Steve Parker (Hon); 2. Mark Arsenault (Hus).

SPTSMN 125 INT: 1. Dave Keil (Hon); 2. John Uiver (Kaw); 3. Mike Falcioni (Hon); 4. Harry Taylor (Yam).

SPTSMN 125 NOV: 1. Zach Blazek (Yam); 2. Paul Shoen (Bul).

SPTSMN 250 EX: 1. Ty Carson (Hon); 2. Nick Collin (Hus); 3. Ron Melton (Bul); 4. Matt Waldron (Hus); 5. Jack Morgan (Hus).

SPTSMN 250 INT: 1. Ed Sims (Hon); 2. Frank Rodgers (Yam); 3. Jeff Gleason (Kaw); 4. Robert Borg (CZ); 5. Steve Aday (Hon).

SPTSMN 250 NOV: 1. Zach Blazek (Hon); 2. Greg Kendrick (Bul); 3. Sean Dotson (Kaw); 4. Nelson Thompson (Hon); 5. John Culliford (Mon);

SPTSMN 500 EX: 1. Ty Carson (CZ); 2. David Dotson (KTM); 3. Ron Melton (Bul); 4. Matt Waldron (Hus).

SPTSMN 500 INT: 1. Derek Allen (Bul); 2. Rod Dunivent (Hon); 3. Jeff Mullins (Mai); 4. Paul Fonseca (Hon); 5. Tyler Muttersbach (BSA).

SPTSMN 500 NOV: 1. James Howard (Bul); 2. Zach Blazed (Mai); 3. Mike Wallace (Hus); 4. Greg Kendrick (Bul); 5. Mark Szura (CZ).

SPTSMN OPEN TW EX: 1. Matt Rohr (Tri); 2. Rodney Henninger (Ric-Tri); 3. Ken Corpe (BSA).

SPTSMN OPEN TW INT: 1. Joel Sweeney (Tri); 2. Manuel Datan (Tri); 3. Ron Dotson (Tri).

SPTSMN OPEN TW NOV: 1. Denis Van Gundy (Tri).

WMN INT: 1. Christy Lighthouse (Hon).

WMN NOV: 1. Teresa Fonseca (Kaw); 2. Ellen Voermans (Hon); 3. Nicole Rinaldi (Hus).

EX 30+; 1. Robert Hansen (Hon); 2. David Dotson (KTM); 3. Nick Collin (Hus); 4. Jack Morgan (Hus).

INT 30+; 1. Ed Sims (Hon); 2. Greg Gilmore (Hon); 3. Tyler Muttersbach (BSA); 4. Rod Dunivent (Hon); 5. Clark Sumner (Suz).

NOV 30+; 1. Tom Rogers (Bul); 2. Mark LaCurelle (Hon); 3. James Howard (Bul); 4. Michael Ervin (Hus); 5. Nelson Thompson (Hon).

EX 40+ 1. Robert Hansen (Hon); 2. Robert Doran (CCM); 3. Jack Morgan (Hus); 4. Rodney Henninger (Ric-Tri); 5. George Golling (Bul).

INT 40+ 1. Steve Erickson (Mon); 2. Mark Henry (Bul); 3. Randy Pew (Bul); 4. Jim Keeton (CZ); 5. Dave Keil (Hon).

NOV 40+ 1. Denis Van Gundy (Hus); 2. Bob White (Mai); 3. Mike Folena (Ric); 4. Mike Wallace (Hus); 5. John Bergstrom (Hon).

EX 50+ 1. Danny Davies (Tri-BSA); 2. Danny Smart (Hus); 3. John Geer (BSA); 4. Ron Dotson (Tri); 5. Tom Muto (CZ).

INT 50+ 1. Jim Keeton (CZ); 2. Ken Hatch (Bul); 3. Chuck Bullwinkle (Mai); 4. Jerry Brown (Hus); 5. George Cayssials (CZ).

NOV 50+ 1. Glenn McMinn (Mai); 2. Lane Allen (Bul); 3. Steve Churchill (Hus); 4. Kay Mann (BSA); 5. Steve Lacey (Mon).

INT 60+ 1. Ken Hatch (Bul); 2. George Cayssials (CZ); 3. Richard McCormick (Hon).

NOV 60+ 1. Mel Shapiro (Oss); 2. Jim Cameron (BSA).

Simonsen, Fay clash at Castle Rock TT

By Clay Light

CASTLE ROCK, WA, JULY 27

National number holders J.P. Simonsen and Mickey Fay spent the entire 20-lap Expert main event side by side at the AMA District 27 TT at the Castle Rock Clubgrounds; Simonsen barely edged out Fay for the win at the opening round of the Dealers' Championship Series.

Todd Hagmann won a climactic Pro-Am main event, but he first had to come from behind in order to earn it. Idaho's Steve Arndt, the surprising 16-year-old, got the jump on the main event despite pressure from seasoned veterans Randy Patterson and Hagmann. Patterson maintained his composure until Arndt and Hagmann came out of the final turn. Hagmann nipped Arndt at the finish for the win with Patterson, Bob Moran and Josh Currey following.

Fay sat on the pole position for the 20-lap Expert main event by virtue of winning the fastest heat race. Jeff Annen, though, shoved a wheel underneath Fay and led until Steve Pruzinski crashed and forced a restart. On the restart, Simonsen jumped out in front of Fay, Annen and Ron Waters, ruining Annen's hopes of a repeat win. While Simonsen had his hands full with Fay, Del Schnitzer moved from midpack to third ahead of Annen, Waters, Don Wilson and Jeff Harsha, who waged a heated battle for fourth. Fay did all he could to take away the lead from Simonsen's Honda, but Simonsen rode a near-perfect ride to take the win. Fay held back Schnitzer, while Annen grabbed fourth ahead of Wilson, Waters and Harsha.

The 250cc class was of near-record size, forcing two qualifiers and a B main. Joe Lenz won the first heat over Chase Gilbert and Nicky McBride, while Jake Holden beat Robert Rosie and Brian McGonigal for a heat two win. In the A main, McGonigal forged ahead of a close three-way battle among himself, Holden and Lenz to pick up a narrow victory ahead of Holden.

Holden came back to easily win the 80cc A main ahead of Scooter Vernon and Kyle Bunger.

Results

EX: 1. J.P. Simonsen (Hon); 2. Mickey Fay (Rtx); 3. Del Schnitzer (Rtx); 4. Jeff Annen (Rtx): 5. Don Wilson (Rtx).

PRO-AM: 1. Todd Hagmann (Rtx); 2.Steve Arndt (Rtx);: 3. Randy Patterson (Rtx); 4. Bob Moran (Yam); 5. Josh Currey (KTM).

OPEN A: 1. Beau Z. Brown (Rtx); 2. Jason Burchette (Rtx); 3. Beau A. Brown (Rtx).

250 A: 1. Brian McGonigal (Hon); 2. Jake Holden (Hon): 3. Joe Lenz (Hon).

125 A: 1. Kurt Hawk (Hon); 2. Dan Adkins (Hon): 3. Jeramy St. Germaine (Hon).

80 A: 1. Jake Holden (Hon); 2. Scooter Vernon (Hon): 3. Kyle Bunger-(Hon).

60 A: 1. Michael Rochester (Kaw); 2. Nick Sellers (Kaw); 3. Kevin Bunger (Kaw).

50: 1. Roby Hayeock; 2. Brenton Schnitzer; 3. Dustin Prusczinski.

80 DTX: 1. Scooter Vernon (Hon); 2. Michael Rochester (Kaw).

OPEN TW: 1. Mike Harritt (Yam); 2. Don Montgomery (Tri); 3. Dick Slusher (Nor).

Stanley scores at Spokane Half Mile

By Clay Light

SPOKANE, WA. JULY 21

Bellingham's Dan Stanley went home nearly $1200 richer after cashing in at the Play Fair Half Mile held at Washington state's oldest horse racing track.

The first motorcycle race at the facility since 1913 drew riders from five Western states and

Canada. Up for grabs was an $8000 purse, in which the winners of the 600 and 750cc Pro classes took home $1000.

Sixteen riders lined up for the 12-lap 600cc Pro final. Californians Mark Corsetti and Jesse Sanchez got the jump on the field and enjoyed the top positions until Stanley, best known as a TT specialist, stormed through the traffic and snatched the top position out of Corsetti's grasp.

As Stanley sped away with the lead and the accompanying $1000, Corsetti and Sanchez ran 2-3 ahead of the local favorite in the class, National number 79 Russ Yamamoto, who finished fourth, and Oregon's Rex Fisher, the fifth-place finisher. Californian Rob Dameron chased Fisher to the flag for sixth.

Former National number holder Ron Yamamoto rode a mid-'70s Harley-Davidson XR750 to a win in the 750cc Pro class. But his win didn't come without a battle from Fisher. The duo traded leads and drafts throughout the main event, but in the end it was the diminutive Spokane rider Yamamoto taking top payoff. Behind Fisher was another Spokane rider, Lonnie Kopp, who was the early race leader until dropping to third ahead of Matt James, Jerry Southworth and Steve Liberty.

Washington's top two Pro-Am riders, Christian Vernon and Todd Hagmann, spent a great deal of time battling in the Pro-Am main event. Hagmann, though, took home top money as Vernon broke down and was done for the evening. Idaho's Steve Arndt netted second ahead of Ron Reiner.

Vernon, though, earlier won the Open A main where he fended off Hagmann and former Canadian Expert Royal Adderson for the win.

Results

750 PRO: 1. Ronnie Yamamoto (H-D); 2. Rex Fisher (H-D).; 3. Lonnie Kopp (H-D): 4. Matt James (H-D); 5. Jerry Southworth (H-D).

600 PRO: 1. Dan Stanley (Rtx); 2. Mark Corsetti (Rtx); 3. Jesse Sanchez (Rtx); 4. Rusty Yamamoto (Rtx): 5. Rex Fisher (Rtx).

PRO-AM: 1. Todd Hagmann (Rtx); 2. Steve Arndt (Rtx); 3. Ron Reiner (Rtx); 4. Dean Autrey (Rtx); 5. Jesse Ennis (H-D).

VINT: 1. Matt James (H-D): 2. Brian Watson; 3. Rob Kopp; 4. Dave Bullock; 5. Beau Brown.

OPEN A: 1. Christian Vernon (ATK); 2. Todd.Hagmann (Rtx); 3. Royal Adderson (Rtx).

Annen flawless at Castle Rock TT

By Clay Light

CASTLE ROCK, WA. JULY 26

Jeff Annen held off a flurry of challenges from J.P. Simansen and Del Schnitzer at Castle Rock Raceway's TT to get the win he had been looking for this season.

Even though the Expert entries were down a bit - probably due to the temperature of 102 degrees and preparation for the Peoria TT National - action was still plentiful as Simonsen topped the Expert heat race to sit on the pole position for the 12-rider main event.

Annen timed his start perfectly in the main event and rode a flawless race in which he led from start to finish. Both Simonsen and Schnitzer would challenge Annen's every move. Each time, though, Annen would slam the door shut on his fellow TT specialists, earning him his first AMA TT win of the season. Simonsen and Schnitzer were a close second and third followed by Ron Waters, Jason Enderson, Steve Pruzinski and Dick Wall.

Washington's Beau Z. Brown finally got some competition in the Open A main, but in the end his amazing win streak stayed intact. Oregon's Beau A. Brown chased him to the finish in the first of two heat races: All of the front row contestants except Nick McBride Sr. jumped and Brown had to come from way back to win this one. McBride, Eric Beers and Beau A. Brown followed.

The largest class of the evening was the 12-rider 125cc A main. Kurt Hawk got the jump on pole-sitter Dan Adkins and the rest of the field to score a win over Adkins and Jeramy St. Jermaine, while Kyle Bunn beat out the top three riders in the points standings - Ricky McBride, Brad Smith and Sean Light - for fourth. CN

Results

EX: 1. Jeff Annen (Rtx); 2. J.P. Simonsen (Hon); 3. Del Schnitzer (Rtx); 4. Ran Waters (Rtx); 5. Jason Enderson (Rtx).

PRO-AM: 1. Todd Hagmann (Rtx); 2. Randy Patterson (Rtx); 3. Phil Prutsman (Kaw); 4. Frank Marker (Rtx); 5. Pete Medcalf (Rtx).

OPEN A: 1. Beau Z. Brown (Rtx); 2. Nick McBride (Yam); 3. Eric Beers (Hon).

250 A: 1. Eric Beers (Hon),: 2. Jake Holden (Hon); 3. Robert Rosie (Suz).

125 A: 1. Kurt Hawk (Hon); 2. Dan Adkins (Hon); 3. Jeramy St. Germaine (Hon).

80 A: 1. Jake Holden (Hon); 2. Scooter Vernon (Hon): 3. Kyle Bunger (Hon).

60 A: 1. Michael Rochester (Kaw); 2. Nick Sellers (Kaw); 3. Kevin Bunger (Kaw).

50: 1. Brent Schnitzer; 2. Roby Haycock; 3. Dustin Prusczinski.

40+ A: 1. Dan Kirk (Hon); 2. Dick Slusher (Nor).

30+ A: 1. Dan Kirk (Hon); 2. Robert Rosie (Suz).

VINT TW: 1. Mike Harritt (Yam): 2. Dick Slusher (Nor).

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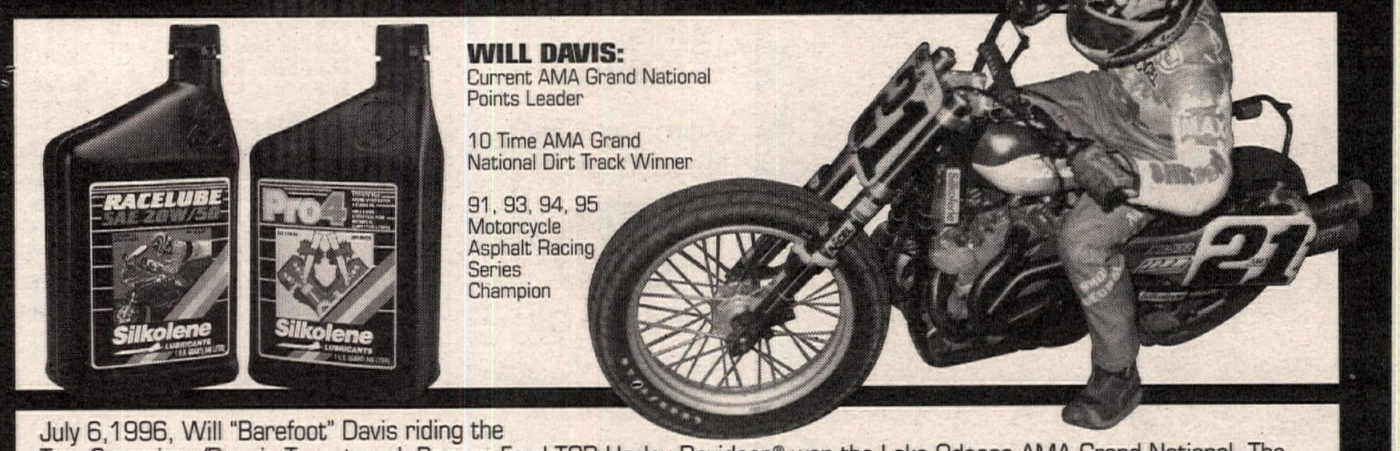

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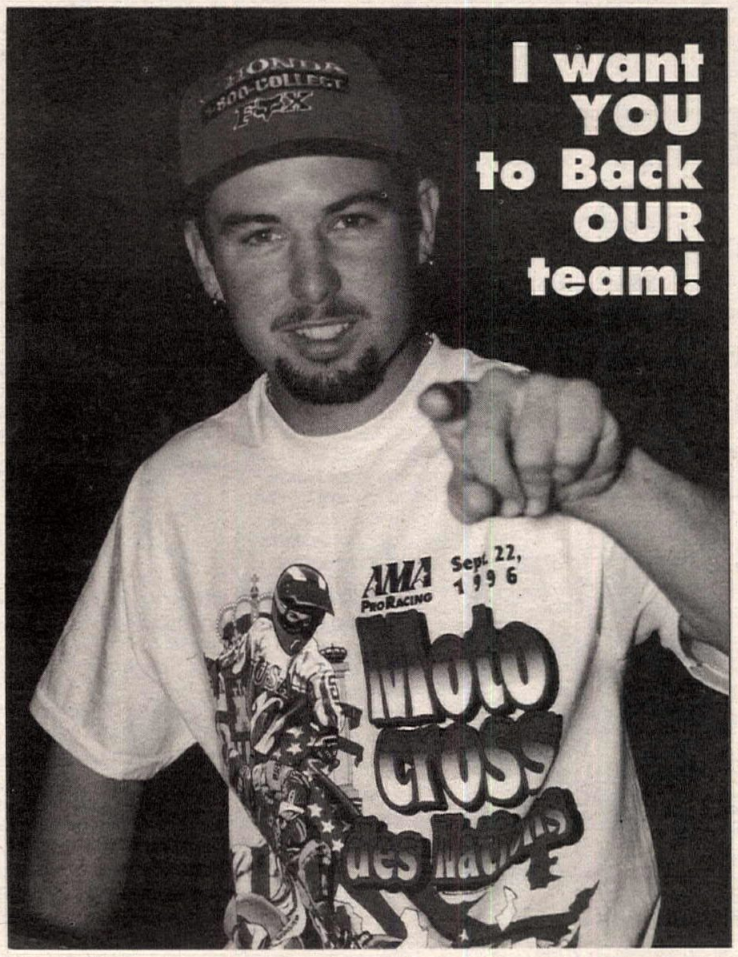

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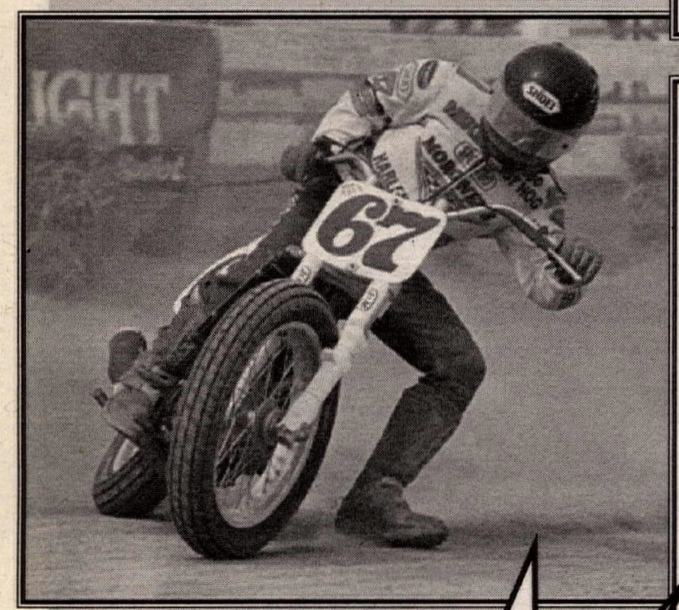

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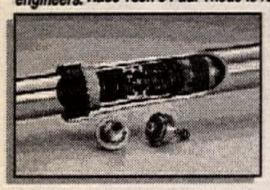

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Sat., Aug. 17	J. Bones Nite - MX	L.A.C.R.
Sat., Aug. 24	30 Minute Photo Nite - MX	L.A.C.R.
Sat., Aug. 31	Combo Series (JB Track) - SX	L.A.C.R.
Sun., Sept. 1	Combo Series (SG Track) - MX	L.A.C.R.
Mon., Sept. 2	Combo Series (GP Track) - GP	L.A.C.R.

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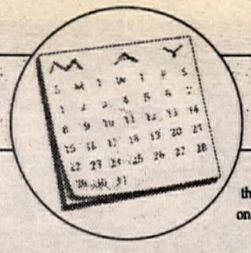
Sun., Aug. 18	SRA Grand Prix
Sun., Aug. 25	Off Road Car, Truck & Quad Racing
Sun., Sept. 1	MX Practice 8:00am till 4:00 pm

Yamaha AMA State Championship Qualifier Sept. 22nd
Chaparral Fall Grand Prix Oct. 13th (Includes Road Course)



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
8/18 Sentul, Indonesia, Rnd 8
8/25 Sugo, Japan, Rnd 9
9/8 Assen, Holland, Rnd 10
10/6 Albaceta, Spain, Rnd 11
10/27 Phillip Island, Australia, Rnd 12

World Endurance Road Race Series
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Switz., Rnd 14

World C'ship 500cc MX Series
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
8/17-18 Belgium, Rnd 10

World Championship Individual Speedway Series
8/31 London, England, Rnd 5
9/21 Vojens, Denmark, Rnd 6

International Six Day Enduro
8/12-17 Hameenlinna, Finland

World Sidecar Cross Grand Prix
8/18 Kegums, Latvia
8/25 Mill, Holland
9/22 Strassbessenbach, Germany
9/29 Rothenthurm, Switzerland

Motocross des Nations
9/22 Jerez, Spain

Trials des Nations
8/31-9/1 Kinner, Sweden

AMA 14th Annual State Motocross Championship Gold Cup Series
9/22 Gainesville, Florida
9/29 Dade City, Florida
10/6 Ocala, Florida
10/13 Dade City, Florida
10/20 Ocala, Florida
10/27 Gainesville, Florida
Info World Sports 813/578-1776

AMA 25th Annual Winter National Olympics, Gatorback Cycle Park
11/25 Gainesville, Florida
11/26-27 Gainesville, Florida
11/28-29 Gainesville, Florida
11/30 Gainesville, Florida
Info World Sports 813/578-1776

AMA Grand National Championship Series
8/17 Indianapolis, IN, Rnd 16
8/24 Hagerstown, MD, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IA, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
8/24 Hagerstown, MD, Rnd 9
9/1 Springfield, IL, Rnd 10
9/8 Syracuse, NY, Rnd 11
9/21 Knoxville, IA, Rnd 12
9/28 Sacramento, CA, Rnd 13
10/5 Pomona, CA, Rnd 14
10/13 Del Mar, CA, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Four-Stroke Motocross Series
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5
10/20 Blountville, TN, Rnd 6

AMA Superbike National Championship Series
8/23-25 Sonoma, CA, Rnd 9
10/4-6 Las Vegas, NV, Rnd 10

North American Sport Bike Series
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
9/8 Canton, IL, Rnd 6
9/15 London, KY, Rnd 7
10/13 Bellingham, WA, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Hare Scrambles Series
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA/North Eastern Cross Country Series
9/1 Little Falls, NY
9/22 Martinsburgh, NY
10/13 South Edmonsten, NY
*AMA National HS
Info 716/581-1455

AMA National Championship Hare & Hound Series
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

AMA/Suzuki National Dual Sport Trail Ride Series
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mount Solon, VA
10/12-13 Angels Camp, CA
10/12-13 McArthur, OH
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA National Championship Hillclimb Series
8/18 Monson, MA, Rnd 7
9/8 Freemansburg, PA, Rnd 8
9/15 Middlebury, IN, Rnd 9
9/29 Jefferson, PA, Rnd 10
10/13 Oregonia, OH, Rnd 11
Info 614/984-2297

Wiseco/Yamaha/Answer /Dunlop/Acerbis/Braking Grand National Cross Country Series
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Lisbon, OH, Rnd 11
10/27 Crawfordsville, IN, Rnd 12

SCORE Desert C'ship Series
10/8-10 Baja California, Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
9/21 Omaha, NE, Rnd 8
9/22 Kansas City, MO, Rnd 9

Championship Cup Series
Florida Region
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/1 Homestead, FL
Great Lakes Region
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI
Great Plains Region
8/24-25 Topeka, KS
9/21-22 Rockton, IN
Mid-Atlantic Region
8/17-18 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV
Mid-West Region
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL
Northeast Region
8/24-25 Loudon, NH
8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH
Southeast Region
8/17-18 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA
Southwest Region
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series
South Central Region
8/31-9/1 Hallett, OK
Southeast Region
8/24-25 Talladega, AL
9/28-29 Faulkville, GA
North Central Region
9/7-8 Grattan, MI
9/28-29 Mount Meridian, IN
Northeast Region
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV
Mid-Central Region
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mount Meridian, IN

WERA National Challenge Series
8/9-11 Mount Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final
Info 407/831-7736

AHRMA Historic Cup Series
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
9/11 Hayden, CO
Info 715/842-9699

AHRMA Regional MX Series
9/1 Denmark, WI
9/21 Millington, MI
10/5 Des Moines, IA
10/19 Casey, IL
Info 414/684-4331

AHRMA Western Regional MX Series
9/22 Fernley, NV
10/13 Carlsbad, CA
11/3 Tulare, CA
Info 408/663-4014

AHRMA Western Regional Dirt Track Series
8/18 Hollister, CA, Rnd 8
10/10 Del Mar, CA, Rnd 9
10/11 Ramona, CA, Rnd 10
10/26-27 Tulare, CA, Rnds 11 & 12
Info 818/992-5343

NETRA Championship Enduro Series
9/8 Windsor, MA
9/29 Wretham, MA
10/6 Adams, MA
10/20 Chester, CT
11/3 Stafford, CT

NETRA Championship Hare Scrambles Series
8/18 Union, CT
8/25 Cheshire, MA

9/1 W. Gloucester, RI
9/15 Boyntonville, KY
9/22 W. Greenwich, RI
10/13 Assonet, MA
10/27 Alton, NH
11/10 Cheshire County, NH

NETRA Turkey Run Series
8/25 Gardner, MA
9/8 N. Haverhill, NH
9/15 New Boston, MA
10/13 Wichendon, MA
10/27 Central Village, CT

NETRA Championship Junior Enduro Series
8/17 Union, CT
8/24 Southampton, MA
9/28 Brimfield, MA
10/12 Assonent, MA
10/26 Alton, NH
11/2 Winchendon, MA

Best in the Desert Silver State Series
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Enduro Series
9/15 Rockford, AL
10/6 Jemison, AL
11/3 Maplesville, AL

SERA Hare Scrambles Series
9/1 Goodman, MS
10/19 McComb, MS
11/17 Warrior, AL
12/1 Maplesville, AL
1/19 Maplesville, AL
2/2 New Augusta, MS
2/9 Wiggins, MS

VDTRA Vintage Classics IX Dirt Track Series
8/31 Erie, CO
9/1 Hugo, CO
9/7 Columbus Junction, IA
9/14 Lexington, OK
10/12 Del Mar, CA
10/14 Del Mar, CA
Info 918/836-6999

Black Jack Enduro Circuit
9/8 Collins, MO
9/22 Henryetta, OK
10/13 Stillwater, OK
10/29 Chadwick, OK

RMEC C'ship Enduro Circuit
8/25 Gunnison, CO
9/15 Post, TX
10/6 Cloudcroft, NM
Info 307/742-4136

NMRA Drag Race Series
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
9/21 Montreal, Quebec
Info 416/363-9035

EARA 50cc-80cc Atlantic Cup Series
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Hampton, VA
11/3 Hampton, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 011-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
9/29 Perris, CA
10/26-27 Rosamond, CA
11/24 Perris, CA
12/14-15 Riverside, CA
Info 909/674-5357

SRAC Colorado MX Championship Series
9/15 Colorado Springs, CO
9/22 Berthound, CO
9/29 Cheyenne, WY
10/6 Colorado Springs, CO
10/12-13 TBA
Info 800/242-6581

SRAC Colorado National SX Series
8/17 Grand Junction, CO
8/24 Brighton, CO
9/7 TBA
Info 800/242-6581

AMA/District 37 Grand Prix Series
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

AMA/U.S. Women's MX League Outdoor Championship Series
8/17 Washougal, WA
8/31-9/1 Steel City, PA

Mid-Atlantic Vintage Trials Series
9/7 Farrandsville, PA
10/6 Toughkenamon, PA
Info 410/775-7209

Yamaha Sunshine State Championship MX Series
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Mini-Cycle Championship Series
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida M/C Dealers Series
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

KORR Hare Scrambles Championship Series
10/13 Arkansas City, KS
11/3 Newton, KS
11/10 Arkansas City, KS
12/8 Hillsboro, KS
Info 316/942-6527

KORR Moto/Scrambles Championship Series
8/24 Marion, KS
9/22 Hillsboro, KS
12/1 Marion, KS
Info 316/942-6527

KORR Motocross Championship Series
8/18 Hillsboro, KS
9/8 Sterling, KS
9/15 Arkansas City, KS
10/6 Hillsboro, KS
10/27 Marion, KS
12/15 Sterling, KS
Info 316/942-6527

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA National MX Finals
10/4-6 Branson, MO
Info 909/657-6834

AMA MX Mega Series
9/1 London, KY
9/8 Blountville, TN
9/29 London, KY
10/19-20 Blountville, TN
Info 324/323-5497

Texas Cross Country Series
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
10/5-6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV
Info 702/437-6726

WSMC Road Race Series
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
9/20 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA/District 37 Dual Sport Ride Series
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/17 Riverside, CA
* 11/29-30 LA-Barstow-Las Vegas
12/29 Mojave, CA
* National Trail Ride Series event
Info 818/249-2141
Rocky Mountain Dual Sport Series
* 9/11-14 Steamboat Springs, CO
* National Trail Ride Series event
Info 303/697-8382

Wild West National Motocross Series
8/31-9/1 Logan, UT
Info 801/972-5074

Championship Enduro Series
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grave, NJ
Info 717/865-0601

Championship Hare Scrambles Series
9/29 Whiteford, MD
10/13 Mauricetown, NJ
11/17 Greenbank, NJ
Info 717/865-0601

Dual Sport Series
9/29 Indian Mills, NJ
10/20 New Philadelphia, PA
11/17 Belleplain, NJ
Info 717/865-0601

New England Trials Association
9/15 Exeter, RI
10/6 Chepachet, RI
10/13 Exeter, RI
10/19-20 Meriden, CT

Southeastern Trials Riders Association C'ship Series
8/31-9/1 Monroe, GA
9/28-29 Cumming, GA
10/26-27 Jasper, TN
11/16-17 Jasper, TN
Info 770/928-4872

Hammerhead Grand Championship Series
8/18 Wytheville, VA
8/25 Danville, VA

U.S. Eastern Pro-Am Motocross Fall Series
9/8 Elizabeth City, NC
9/14 Danville, VA
9/22 Wytheville, VA
9/29 Dillwyn, VA
10/6 Elizabeth City, NC
10/13 Axton, VA
10/27 Danville, VA
11/17 Danville, VA

Virginia Championship Hare Scramble Series
9/15 Middlebrook, VA
10/6 Martinsville, VA
10/20 Newport News, VA
11/3 Surry, VA
Info 804/255-4620

NESC Motocross Fall Series
8/18 Central Village, CT
9/1 Greene, ME
9/2 Greene, ME
9/8 Southwick, MA
9/15 Middleboro, MA
9/21 Greene, ME
9/22 Greene, ME
9/28 Southwick, MA
9/29 Central Village, CT
10/6 Middleboro, MA
10/13 Southwick, MA
10/20 Middleboro, MA
10/27 Southwick, MA
11/3 Middleboro, MA

Motorcycle Roadracing Association
8/25 Denver, CO
9/14-15 Steamboat Springs, CO
9/29 Denver, CO

Over the Hill Gang
9/14-15 Hollister, CA
11/16-17 Palmdale, CA
10/12-13 Oatfield, CA
4/13-14 Hanford, CA
Info 310/864-6875

PUBLIC AUCTION SALE

to Settle the Estate of Glenn Hartzell

★★★Huge Motorcycle Dealership★★★

Indian Reservation Cycle Shop
Route 100, Bechtelsville, Pennsylvania

Thursday, September 26th at 10 am

Inspection 9 am to 4 pm, Wednesday, September 25th

Indian and Harley-Davidson Motorcycles and Parts Vintage & Modern...Over $500,000 in Harley-Davidson NOS Parts for Antique, Classic & Modern Motorcycles

Antique Bicycles ★ Shop Equipment ★ Nearly New Powder Coating Operation

Vintage Motorcycles: 1939 Indian Chief 3 Wheel "Traffic Car", Immaculate Restoration, #1; Rare 1949 Indian Chief with Original Hydraulic Forks, #2+; 1947 Indian Custom, #1; 1960 Harley-Davidson FL, #3; 1978 Harley-Davidson XLCR Cafe, #1; 1960 Harley-Davidson FLH, Dressed, #2; 1968 Harley-Davidson FLH, Dressed, #2; 1962 Harley-Davidson FLH, Dressed, #2; plus miscellaneous Basket Sidevalves.

Harley-Davidson Motorcycles: '95 Bad Boy, 5500 mi.; '95 Dyna Low Rider, 7000 mi.; '95 1200 Sportster, 560 mi.; '95 Hugger, 3600 mi.; '95 Hugger, 906 mi.; '95 Fat Boy, 5300 mi.; '94 883 Deluxe, 2100 mi; '94 Hugger, 7000 mi.; '94 883, 2000 mi.; '94 Hugger, 6200 mi.; '94 883, 6400 mi.; '93 FXR, 7600 mi.; '93 883 Deluxe, 750 mi.; '93 Hugger, 3400 mi.; '89 Softail Custom, 1300 mi.; '88 Softail Custom, 3400 mi.; '83 883, 10,300 mi.; '84 FXSB Superglide, 35,000 mi.; '83 FLHC Tour Glide, 5880 mi.; '81 1000 Sportster, 11,400 mi.; '80 XLH, 27,000 mi.; New '80" Evo Motor, 2 New 5 Speed Transmissions

Antique Bicycles: Circa 1905 Reading Standard Racing Bicycle, *this is a mint original*; Indian Scout, Indian Princess, Indian Wooden Wheel, Henderson Ladies, Iver Johnson, Hawthorne Deluxe *and more.*

Shop Equipment: Almost Brand New Powder Coating Set-Up, Gema Sprayer and Large Spray Booth; New England 500,000 BTU Oven, 6' x 8' x 10'; 72" Skat Blast Cabinet; 48" Olcott Glass Bead Cabinet; Karcher 580 Pressure Washer; Boring Bar; Valve Grinders; 5 & 10 HP Compressors; Bike Lifts, 40 Ton Press; Miller Mig Welder; Sun 606 Hone; Harley-Davidson and Indian Tools. *This is a complete shop.*

Parts: About $500,000 in NOS Harley-Davidson Parts plus trailer loads of Used Parts: Engines, Transmissions, Frames, etc.; both Modern and Vintage. Accessories by the truck load; Chrome; Leather; Lubricants; Gas Tanks; Fenders; Luggage; and more. *Glenn bought out dealers and distributors; this inventory is incredible!*

★ Motorcycles and Major Equipment to be Sold by the Piece ★
★★★ Parts and Accessories in Suitable Trade Lots ★★★

EVERYTHING SELLS TO THE HIGHEST BIDDER!!!

J. WOOD & CO.
AUCTIONEERS LIQUIDATORS

Terms and Condition of Sale: *COME PREPARED TO BUY!!!*
Cash; Bank Checks; Traveler's Cheques; Business or Personal Checks accompanied with a Bank Letter of Credit and Guarantee; Visa, MasterCard, Discover and American Express. An 8% Buyer's Premium applies to all purchases, with a 3% discount given for all bills paid by cash or quaranteed check. All bills are to be paid on the day of the sale, September 26, 1996; or a substantial deposit left with the balance paid on the following day. Removal of goods will commence immediately following the sale and from 8 am to 5 pm the following day, Friday, September 27th.

222 East Main Street, P.O. Box 852, Searsport, Maine 04974
207-548-2113 • Fax 207-548-2888

Accord Speedway
Whitfield Road
Accord, New York

Semi Pro 1/4 Mile Short Track

Motorcycles and Go-Karts
(914) 626-DIRT (3478)

August 3
August 10*
(No Racing)
August 17
August 24
August 31
Sept. 7

Gates Open 4:00 pm
Practice 6:00 pm
Races Start 7:00 pm

Take exit 19 (Kingston) off NYS Thruway - 1st exit on right 209 south - follow 15 miles Whitfield Road on right - 2 1/2 miles to track

$20.00/class - Entry Fee
100% Payback - Expert Classes

Racing Every Saturday Night

SPEEDWAY RACING
Every Friday Night
Orange County Fairgrounds
Costa Mesa, California
Info: (714) 492-9933

Fri., Aug. 16th Orange County Harley Davidson Night Speedway/Sidecars/Harley Races
Fri., Aug. 23rd Trader Magazine Night (#1 Greg Hancock Returns!!!) Speedway/ Sidecars/ Midgets
Fri., Aug. 30th KEZY Fox Night - (All skirts Free!!!) Speedway/Sidecars/ Midgets

1996 - 1997
GNC Season
Starts September 1st
Watch for Details!
Call: 214-351-9900
GNC MOTOCROSS

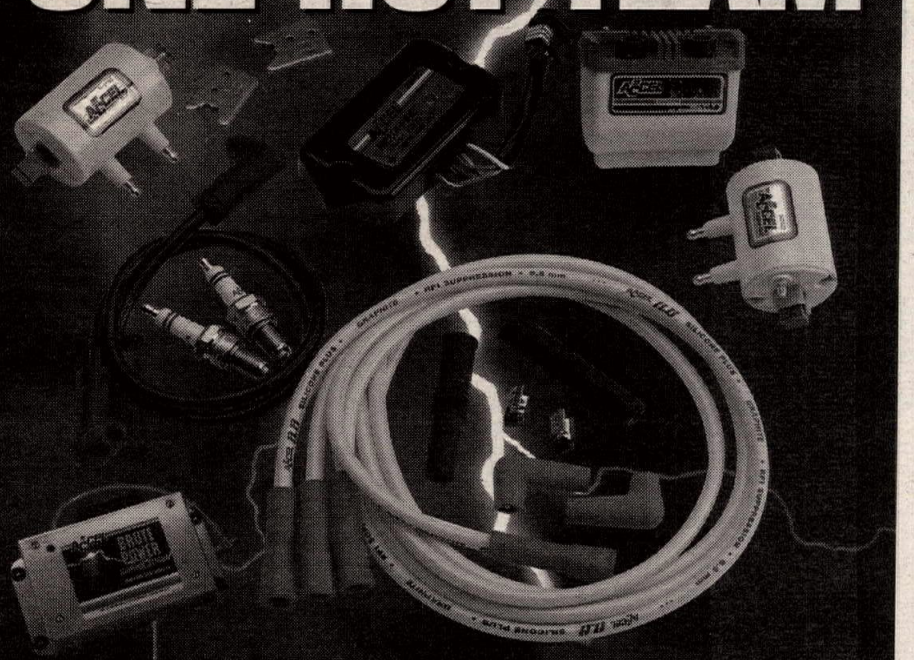
(209) 673-8080
GFI Racing North
MX Practice Every Wednesday, Little Okie, Madera

1996 GFI Little Okie Summer Series
Fri., Aug. 16 Little Okie, Madera, CA (Night Race)
Fri., Aug. 23 Little Okie, Madera, CA (Night Race)

GFI RACING (909) 653-4042
A Rider For the Riders
Wed., Aug. 14 GFI Wednesday Practice Perris
Sat., Aug. 17 GFI at Night - Round 8 Perris
*Yamaha Contingency Available
Wed., Aug. 21 GFI Wednesday Practice Perris
Sat., Aug. 24 GFI at Night - Round 9 Perris

LET'S GO TO Branson!
OCT 4-5-6
NO QUALIFIERS
37 CLASSES
NMA-GNC OR AMA LICENSE REQUIRED
Branson, USA
1996 national mx championship finals
ENTRY FORMS & MORE 909-657-6834

ONE HOT TEAM



Getting a hot spark from the ignition coil down to the spark plug really is a team effort. Everything in your engine's ignition system must work well together. Whether you ride a motorcycle or personal watercraft, ACCEL makes a full line of products designed to work together to prevent any ignition breakdowns along the way.

ACCEL offers a wide variety of ignition products ranging from coils, spark plugs, wire sets or many other ignition-related items. They're all designed to produce maximum output and keep the spark moving to the combustion chamber without energy loss.

Coils

ACCEL makes a number of quality ignition coils designed for specific applications. From the Black Hills of South Dakota to the waters of Lake Havasu, ACCEL ignition coils give you maximum spark energy, fast coil rise time and extremely high voltage output.

Wire Sets

Whether your engine has 2 or 4 cylinders, points or electrically triggered ignition, one or two plugs per cylinder, ACCEL has a wire set for you. ACCEL 8.8 Silicone Wire Sets resist thermal loads up to 500 degrees and provide the ultimate in performance for both racing an non-racing applications.

Spark Plugs

ACCEL makes the only spark plugs that feature a patented U-Groove electrode to provide a hotter, fuller spark. ACCEL U-Groove spark plugs also feature a 5 rib insulator to prevent flashover, machine rolled threads, and a unique copper-glass seal process to bond the upper and lower electrode stems for superior heat dissipation.

ACCEL
Performance Products

For more information call 216-398-8300 ext. 461
Part of the Mr. Gasket Performance Group
8700 Brookpark Rd., Cleveland, OH 44129
Visit our website at http://www.mrgasket.com

"Tell them you read about it in CYCLE NEWS"

STARWEST SUPERCROSS PARK (909) 943-4535 (909) 657-8845

SATURDAY NIGHT RACING
Practice 5:00 pm Race 6:00 pm
Race classes for all levels.

Saturday, August 17	Saturday Night MX
Saturday, August 24	Saturday Night MX
Saturday, August 31	Saturday Night MX
Saturday, September 7	Saturday Night MX

SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway at the Lake Perris Fairgrounds

Open Riding Practice
Tuesday & Thursday Nights
Motorcycle Only!
4:30 pm - 9:30 pm

New! Wednesday Nights
Minis Only!
4:30 pm - 9:30 pm

Saturday Mornings
All Bikes
9:00 am - 2:00 pm
Sessions for Minis!
Pee Wee Track Always Open!

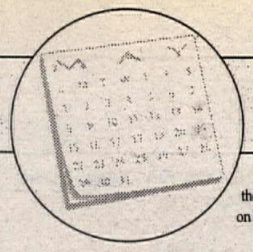
Chris Agajanian Presents:
AMA Pro Racing
DEL MAR MILE
1949 1996
AMA GRAND NATIONAL CHAMPIONSHIP FINALS
12:30 P.M.
OCTOBER 13, 1996

Gates Open 10 a.m.
DEL MAR FAIRGROUNDS
GOOD SEATS AVAILABLE NOW
at SoCal Harley-Davidson Dealers
and at Agajanian Presents
(310) 547-9898

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(310) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

$$ CASH PAID $$
USED STREET BIKES
BERT'S MOTORCYCLES
818-334-1288 / 818-334-2926

KTM MOTORCYCLES
Oakland Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(810) 673-3366 (810) 673-8144 FAX
UPS Daily



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Vintage Iron Evolution of Motocross Series
9/16 Craig, CO
10/13 Carlsbad, CA
11/3 Tulare, CA
12/8 LasVegas, NV

Metropolitan Sports Committee Fall Series
8/18 Modena, NY
9/1 Modena, NY
9/8 Modena, NY
9/15 Claverack, NY
9/22 Modena, NY
9/29 Modena, NY
10/6 Modena, NY
10/13 Modena, NY
10/20 Modena, NY
10/27 Modena, NY
11/3 Modena, NY

GFI at Night
* 8/17 Perris, CA
8/24 Perris, CA
* ** 8/31 Perris, CA
* Yamaha & ** Kawasaki Contingency Available
Info 909/653-4042

GFI Fall Series North
9/1 Los Banos, CA, Rnd 1
9/8 Madera, CA, Rnd 2
9/15 Madera, CA, Rnd 3
9/29 Los Banos, CA, Rnd 4

GFI Fall Series South
9/8 Perris, CA
* 9/15 Perris, CA
* 9/29 Perris, CA
* 10/6 Perris, CA
* 10/27 Perris, CA
* Honda, Kawasaki, Suzuki & Yamaha Contigency Available
Info 909/653-4042

Roadracing Association of Motocycles C'ship Series
8/18 Coos Bay, OR
9/8 Coos Bay, OR
10/13 Coos Bay, OR
Info 541/269-2474

Competition Riders of America Fall MX Series
9/1 Ohio International, OH
9/8 Western Reserve, OH
9/15 Malvern, OH
10/13 Spring Valley, OH
10/20 Pymatuning, OH
10/27 Amherst, OH

Competition Riders of America Vintage MX Series
8/22 Lake County Fair, OH
9/22 Ohio International, OH

Competition Riders of America Buckeye Hare Scramble Series
9/15 Broken Spokes, OH
10/27 Malvern, OH
11/3 Spring Valley, OH

Moto Sports of America Flat Track Series
8/21 Douglas, WY

KTM/Team Dual Dogs California Dual Sport Series
10/13 Glen Helen, CA
12/15 Ontario, CA
Info 818/886-7194

ASM Canada Cup Superbike Series
8/31-9/1 Quebec, Canada

Quebec/Ontario ASM Championship
8/24-25 Quebec, Canada
8/31-9/1 Quebec, Canada
10/14 Ontario, Canada

ASM Endurance
9/21 Quebec, Canada
10/14 Ontario, Canada

Eastern Championship Enduro Series
9/1 Clinton, SC
9/15 London, KY
10/13 Princeton, KY

CMC Trans-Cal MX Nationals
South
9/22 Victorville, CA, Rnd 1
9/29 Gorman, CA, Rnd 2
10/6 Palmdale, CA, Rnd 3
10/20 Ramona, CA, Rnd 4
North
9/15 Anderson, CA, Rnd 1
9/21 Marysville, CA, Rnd 2
10/6 Carson City, NV, Rnd 3
10/27 Hollister, CA, Rnd 4
Pac-Northwest
8/25 Albany, OR, Rnd 1
9/15 Eugene, OR, Rnd 2
9/29 Albany, OR, Rnd 3
Final Showdown
11/16-17 Victorville, CA
Info 714/367-1141

ECEA Hare Scrambles
9/29 GMER, MD
10/6 HMDR, PA
10/13 South Jersey, NJ
10/20 South Jersey, NJ
12/1 Meteor M.C., NJ

ECEA Enduro
8/18 Speedsville, NY
8/25 Mauricetown, NJ
9/8 Shippensburg, PA
9/15 Brandonville, PA
9/22 New Lisbon, NJ
10/27 Delaware City, DE
11/3 New Gretna, NJ
11/10 Warren Grove, NJ

EEA Eastern Championship Enduro Series
9/1 Clinton, SC, Rnd 6
9/15 London, KY, Rnd 7
10/13 Princeton, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9
11/3 Maplesville, AL, Rnd 10
Info 706/376-5232

Daniels Ridge Supercross
8/17 Taylorsville, NC
8/31 Taylorsville, NC
9/14 Taylorsville, NC
9/28 Taylorsville, NC

Northwest Motorcycle Association Enduro Series
9/22 Capitol Forest, WA
9/28 Walker Valley, WA
10/13 Bellingham, WA
11/17 Tahuya, WA

Northwest Motorcycle Association Off-Road Series
9/7 TBA
10/6 Rimrock, OR
10/27 Shelton, WA
10/20 Thurston Co. ORV, WA
11/3 Sir, WA

Manitoba Roadracing Association Endurance
10/5 Manitoba, Canada
Info 204/775-9473

Manitoba Roadracing Association Sprint Races
9/7 Manitoba, Canada
9/8 Manitoba, Canada
10/6 Manitoba, Canada
Info 204/775-9473

AMA/District 10 Hare Scramble Championship Series
9/15 Bedford, KY
Info 903/882-4215

California Dirt Track Championship Series
8/16 Madera, CA
Info 209/661-0706

Mid South Championship Summer Hare Scrambles Series
9/8 Summertown, TN
9/22 Box Hollow, TN
Info 615/859-0873

Northeast Professional Flat Track Championship
8/23 Middletown, NY
8/24 Stafford, CT
8/30 Quebec City, Canada
9/7 Weedsport, NY

Rocky Top USA Motocross Racing Series
8/18 Oklahoma, OK
9/1-2 Oklahoma, OK
9/14 Oklahoma, OK
9/28-29 Oklahoma, OK
10/12 Oklahoma, OK
10/26-27 Oklahoma, OK
11/9 Oklahoma, OK
Info 405/677-3333

Western New York Sports Committee
8/18 Auburn, NY
9/1 Hunt, NY
9/8 Auburn, NY
9/15 Batavia, NY
9/22 Palmyra, NY
9/29 Silver Springs, NY
10/6 Silver Springs, NY
10/13 Palmyra, NY
10/20 Hunt, NY
10/27 Hunt, NY
* Western New York Challenge Series
Info 315/597-1241

Arkansas Hare Scramble Championship Series
8/25 Durham, AR
9/15 Maynard, AR
10/20 Amity, AR
11/3 Springdale, AR
12/1 Springdale, AR
Info 501/751-5807

Georgia Flat Track League
8/17 Lawrenceville, GA
9/14 Lawrenceville, GA
9/29 Carnesville, GA
10/13 Carnesville, GA
11/10 Carnesville, GA
12/8 Carnesville, GA
Info 770/962-7888

AMA/Prostar Drag Racing Series
8/16-18 Indianapolis, IN, Rnd 7
9/6-8 Atco, NJ, Rnd 8
10/5-6 Columbus, OH, Rnd 9
11/7-10 Gainesville, FL, Rnd 10

AUGUST

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

SEPTEMBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

***Denotes Payback**

Wed, Aug 14
CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MARYLAND SHORT TRACK - 1/10 Mile Dirt Short Track, District 7 Amateur and Youth Classes plus Pro and XR100 (No Knobbies) Silencers Required, Baltimore County Trail Riders Assoc. & Cockeysville Optimists, Timonium Maryland State Fairgrounds, Maryland. Info: 410/661-6686.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Holmes County Fair, Millersburg. Info: 614/596-2057.

Thurs, Aug 15
* ILLINOIS 1/2 MILE FLAT TRACK - Badger Racing Association Club, Winnebago County Fair, Pecatonica. Info: 414/699-3387.

Aug 16 - 17
WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

Fri, Aug 16
* CALIFORNIA MOTOCROSS - A.V. Fairgrounds, Lancaster. Info: 805/942-1211 or 942-7880.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - Night Race, CMA/1996 GFI Little Okie Summer Series, Little Okie, Madera. Info: 209/673-8080.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/439-7735 or 313/289-2100.

NEVADA MOTOCROSS - CMC/Carson City Yamaha Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

* NORTH CAROLINA FLAT TRACK - Dixie Land Speedway, Elizabeth City. Info: 919/335-7412.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned, Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OHIO MOTOCROSS SUMMER SERIES - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

Aug 17-18

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CONNECTICUT ENDURO - NETRA, Junior Enduro Championship Series, Summer Slam Jr., Union. Info: 203/875-5757.

ILLINOIS DRAG RACE - AMRA, Midwest Region, 1/4 mile, Gateway International, East St. Louis. Info: 708/250-0838.

MICHIGAN MOTOCROSS - AMA & Dist. 14 Races/ Baja Acres Motocross, ATVs on 18th only. Baja Acres. Millington. Info: 517/871-3356.

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

NORTH DAKOTA MOTOCROSS - Turtle River MX Club. Arvilla. Info: 701/343-2094

* OHIO MOTOCROSS - AMA/District 11, Ohio State Fairgrounds, Columbus. Info: 614/323-3489.

WASHINGTON POKER RUN - Smuggler Poker Run Northwest Motorcycle Assn/Tocoma Trail Cruisers M.C. Capitol Forest, Olympia. Info: 206/840-0445 or 206/242-7044.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

WISCONSIN TRIALS - W.O.T.A., Mark Doll's farm, Wauzeka. Info: 608/875-5645.

Aug 17-24

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

Sat, Aug 17

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Round 8, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA ARENACROSS - CMC/Tri County Fairgrounds, Bishop. Info: 619/872-1570.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Night Race, Perris. Info: 310/864-6875.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

COLORADO SHORT TRACK & TT - IMI/Dirt Karts/QTR Midgets, Denver. Info: 303/286-1813.

COLORADO SUPERCROSS - SRAC/Extreme, Grand Junction. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Summer Supercross, Milton. Info: 904/623-6038.

FLORIDA MOTOCROSS - Central Florida Motorcycle Dealers Series and Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

GEORGIA FLAT TRACK LEAGUE - Race #5, Lawrenceville. Info: 770/962-7888.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

* KENTUCKY SUPERCROSS - Saturday Night, AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

* NEVADA MOTOCROSS - Desert Nights Series Round 5, Reno Over the Hill Gang, Fernley Int'l Raceway. Fernley. Info: 702/322-4311.

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - Yamaha Contingency Race, Island Motocross of NY Inc., Bridgehampton Race Track, Bridgehampton. Info: 516/924-2399.

* NEW YORK SUPERCROSS SERIES- Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK VINTAGE DIRT TRACK - AHRMA/Classic Bike/Electric City Riders, Duanesburg. Info: 518/365-2257.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - 226 MX/Strick's Cycle, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* NORTH CAROLINA SUPERCROSS - NAME/Under the Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association. 17th is non-points. Arvilla. Info: 701/343-2094

* OHIO MOTOCROSS - Poker Run & Corn Roast, Amherst Meadowlarks M.C. Amherst. Info: 216/988-9100.

OHIO FLAT TRACK - Mini & Youth, Bear Creek Speedway, Scotty Brown International Racing, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

WASHINGTON MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Washougal. Info: 714/837-3374.

Sun, Aug 18

* ALABAMA MOTOCROSS - Tuskegee Motor Plex, Tuskegee. Info: 334/265-8298.

ALABAMA MOTOCROSS - Kilpatrick Motocross, 616 County Road 479, Albertville. Info: 205/561-3495.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

* CALIFORNIA MOTOCROSS - California Mini Motorcycle Club, Barona Oaks Raceway, Ramona. Info: 619/752-8252 or 619/443-3138.

* CALIFORNIA VINTAGE T.T. SCRAMBLES AND MODERN CLASSES - Santa Clara Riders Unltd, Hollister Hills SVRA Upper Ranch, Hollister. Info: 408/847-2299.

* CALIFORNIA MOTOCROSS - Argyll Park Promotions, Argyll Park, Dixon. Info: 916/678-3592.

CONNECTICUT HARE SCRAMBLES - NETRA, Union. Info: 203/875-5757.

CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA MOTOCROSS - Double A Promotion, North Florida Raceway, Jacksonville. Info: 904/287-8600.

* KANSAS MOTOCROSS - K.O.R.R., Hillsboro MX Park, Hillsboro. Info: 316/942-6527.

* MARYLAND MOTOCROSS - AMA Dist. 7 & 13, Budd's Creek MX Park. Info: 301/475-2000

* MISSOURI HARE SCRAMBLER - Coffee Creek, Kawasaki & Suzuki, Canton. Info: 573/769-2794 or 573/769-2946.

NEW HAMPSHIRE MOTOCROSS - Canaan Lions Club, Canaan Motocross Track, Canaan. Info: 603/523-9947.

* NEW YORK MOTOCROSS - AMA/Dist. 3, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

OHIO HARE SCRAMBLES - Constitution Ridge Raceway, Belpre. Info: 614/593-6704.

* OKLAHOMA MOTOCROSS - (AMA Rules), Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS AND HARE SCRAMBLE - The Challenger, Jacksonville. Info: 412/726-5494.

SOUTH CAROLINA MINI-MOTORCYCLE ROAD RACING - Smoky Mountain-Mini Road Racing Assoc., Palmetto Super Track, Elgin. Info: 704/376-5389.

WASHINGTON ROAD RACE - WMRRA, Hoquiam. Info: 206/972-4499.

* VIRGINIA MOTOCROSS - AMA/District 13, District 29, Hammerhead Grand Championship Motocross Series, Wytheville. Info: 804/836-3633.

Tues, Aug 20

CANADIAN/B.C. MOTOCROSS - Night Racing, Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 21

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

WYOMING SHORT TRACK - AMA/Motorsports of America, Wyoming State Fairgrounds, Douglas. Info: 800/544-8714.

Aug 23-24

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Suzuki East Coast Amateur Nationals, Binghamton. Info: 717/222-9290 or 607/648-4997

Fri, Aug 23

* CALIFORNIA SUPERCROSS - Cycleland Speedway, Chico. Info: 916/342-0063.

* CALIFORNIA SUPERCROSS - B&L Racing Promotions. Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - Night Race, CMA/1996 GFI Little Okie Summer Series, Little Okie, Madera. Info: 209/673-8080.

MICHIGAN FLAT TRACK - Auto City Speedway Asphalt Racing Series, 600cc Pro, Pro-Am, 250-500cc combined amateur class, Auto City Speedway, Flint. Info: 810/659-0325.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

NEVADA MOTOCROSS - CMC/Thin Air Motorsports Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

NEW YORK FLAT TRACK - AMA Pro Am Northeast Series, On-Time Productions, Orange County Fairgrounds, Middletown. Info: 914/343-4826.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned. Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

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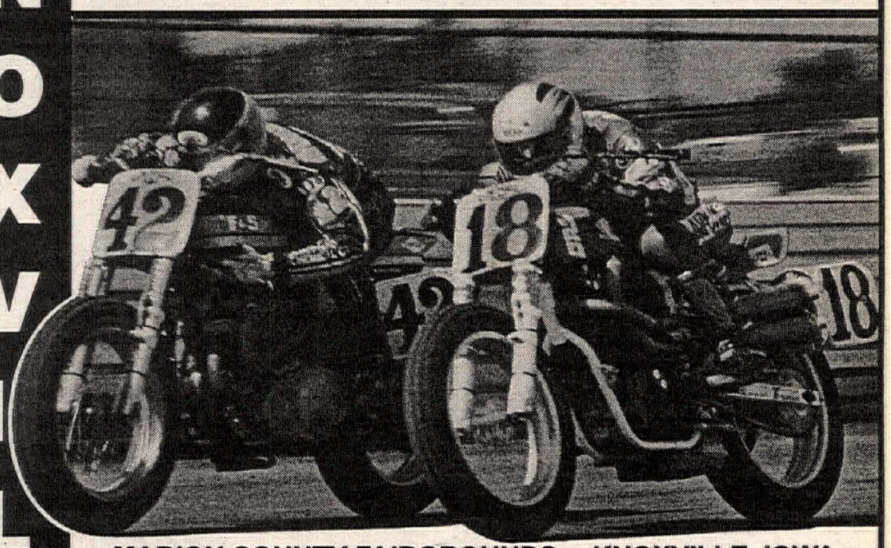

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* OHIO MOTOCROSS SUMMER SERIES - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

* WISCONSIN STADIUM MOTOCROSS - AMA/Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info:815/728-0823 after 5:30 pm.

Aug 24-25

CALIFORNIA DUAL SPORT - AMA/District 37, Dual Sport, California Trail Rides Hi Sierra 250, Crane Valley USFS Ground Campground, Bass Lake. Info: 714/992-9291.

INDIANA DUAL SPORT - AMA/Stoney Lonesome M.C. Dual Sport Trail Ride Series, Columbus. Info: 512/372-1437.

INDIANA DRAG RACE - IDBA, U.S. 41 Dragway, Morocco. Info: 205/849-7886.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd. Info: 612/332-4070.

TEXAS DRAG RACE - AMRA, National, 1/4 mile, Texas Motorplex, Ennis. Info: 708/250-0838.

Sat, Aug 24

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SATURDAY NIGHT MOTOCROSS - Riverfront Park, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Round 9, Perris Raceway. Info: 909/653-4042.

CALIFORNIA TRIALS - AMA/ Hard Rock Vintage, Sacramento. Info: 916-753-2519.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

COLORADO SUPERCROSS - SRAC/CMP, Adams County. Info: 800/242-6581.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* GEORGIA MOTOCROSS - AMA/Trans - MX Series - Round 7 Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

ILLINOIS 1/2 MILE DIRT TRACK - Nothing But Dirt Promotions, Menard County Fairgrounds, Petersburg. Info: 217/632-3857.

* KANSAS MOTO/SCRAMBLES - K.O.R.R., Green Acres, Marion. Info: 316/942-6527.

* KENTUCKY ARENACROSS - KTMXA/Paris Dirt-Trackers Inc., Eddyville, Lyon County Fairgrounds. Info: 901/642-0511 (days)

MASSACHUSETTS ENDURO - NETRA, Junior Enduro Championship Series, Knox II Jr., Southampton. Info: 203/875-5757.

* MISSOURI MOTOCROSS RACES - Surdyke Series, Sprout Patch Competition, Billings. Info: 417/744-2593.

MONTANA MOUNTAIN SCRAMBLES - Great Divide Mountain Scrambles, Big Rock Motorsports, Helena. 406/442-2698

NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Rider M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

OHIO MOTOCROSS KX BUCKS - AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* VIRGINIA MOTOCROSS - AMA/Saturday Night Motocross, Danville. Info: 804/836-3633.

WASHINGTON MOTORCYCLE RALLY - Motorcycles West Weekend, Hoquiam 8th Street Landing, Hoquiam. Info: 360/533-5968.

Sun, Aug 25

* ARKANSAS HARE SCRAMBLE - Crossroads, Durham. Info: 501/521-4194.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach. Info: 310/426-4641.

CALIFORNIA TRIALS - AMA/ Hard Rock Trials, Sacramento. Info: 916-753-2519.

* CALIFORNIA MOTOCROSS - A.M.P, Hollister Hills Grand Prix Track, Hollister. Info: 209/541-0860.

COLORADO KART RACES - IMI, Denver. Info: 303/286-1813.

COLORADO ROAD RACE - MRA, Second Creek, Denver. Info: 303/530-5678.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Dade City Raceway, Dade City. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

* GEORGIA MOTOCROSS - Dixie M.C. Sports, Hillbilly Hills Motocross, Roberta. Info: 912/788-0413.

ILLINOIS TRIALS - Variety Riders M.C., Variety Rider M.C. Clubgrounds, Ottawa. Info: 815/434-6143.

ILLINOIS ENDURO - AMA/District 17 Kishwaukee Riders, Baxter Road, Rockford. Info: 815/629-2011 or 398-6581.

IOWA HARE SCRAMBLES - Iowa Enduro Riders Association, Dow City. Info: 515/795-3440.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Al Upah Farm, Tama. Info: 515/484-2875.

* KANSAS MOTOCROSS - KMSA/ Sports Complex, Great Bend. Info: 913/842-8272 or 316/792-7513.

KENTUCKY MOTOCROSS - Pendleton Co. M/C Park, Center Ridge Rd., DeMossville. Info: 606472-3442.

MARYLAND MOTOCROSS - AMA/Dist. 7/Antietam M.C. Inc., Hagerstown. Info: 301/797-8686 or 301/797-1607.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/273-9035.

MASSACHUSETTS HARE SCRAMBLES - NETRA, Mohawk, Cheshire. Info: 203/875-5757.

MASSACHUSETTS TURKEY RUN - NETRA, Slippery Rock, Gardner. Info: 203/875-5757.

* NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park. Moriarty. Info: 505/896-0200.

* NEW YORK MOTOCROSS - AMA/125/250 National Motocross, Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

* NORTH CAROLINA HARE SCRAMBLES - NC Assoc. Series, Devils Ridge, Sanford. Info: 919/776-1767.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Carolina Ultra Series - Rnd 8, Top Gun, Linconton. Info: 423/323-5497.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association, Beulah. Info: 701/343-2094

OHIO CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Burr Oaks, Millfield. Info: 304/284-0084.

* OREGON MOTOCROSS - CMC/Trans-Cal MX Nationals, Albany SX Track. Albany Info: 541/928-4474.

* OREGON SUPERCROSS - Klamath Fast Trekkers, Klamath Sportsmans Park, Klamath Falls. Info: 541/892-3895 or 883-2672.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

* VIRGINIA MOTOCROSS - AMA/District 13, Hammerhead Grand Championship Motocross Series, Danville. Info: 804/836-3633.

WASHINGTON HARBOR HOT LAPS - WMRRA Trophy Street Race, Grays Harbor Port Industrial Area, Hoquiam. Info: 360/533-5968.

* WISCONSIN MOTOCROSS - AMA/Dist. 16, Triplecross, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

* WYOMING MOTOCROSS - HPMA/Powder Basin Motocross Club, Gillette. Info: 307/682-0849.

Tues, Aug 27

CANADIAN/B.C. MOTOCROSS - Night Racing. Mission Raceway Park. Info: 604/533-0233.

Wed, Aug 28

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* KENTUCKY MOTOCROSS - AMA/American Motosports Inc., Greenup County Fair, Greenup. Info: 614/596-2057.

Thurs, Aug 29

* CALIFORNIA ARENACROSS - CMC/Tri County Fairgrounds, Bishop. Info: 619/872-1570.

NEW JERSEY KRUISE NITE 96 - Custom Motorcycles and Cars, on Throckmorton Street, Freehold. Info: 908/462-2016.

Fri, Aug 30

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* CALIFORNIA SUPER CROSS - Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

IOWA FLAT TRACK RACE - 8th Annual Nostalgic Antique Motorcycle Half-Mile Flat Track Race, Mississippi Valley Fairgrounds, Davenport. (Aug 31, if 30 is rained out).Info: 319/359-3400.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

NEVADA MOTOCROSS - CMC/Kawasaki of Reno Night, Silverstate Motocross, Carson City. Info: 702/267-4392.

OHIO MOTORCYCLE RACING - Pro-Am AMA sanctioned, Lawrenceburg Motorcycle Speedway, Cincinnati. Info: 513/662-7759.

* OHIO MOTOCROSS SUMMER SERIES - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, 250/125cc, Pro MX National Championship Finals, Delmont. Info: 304/284-0084.

* WISCONSIN STADIUM MOTOCROSS - AMA/Suzuki Dual State Challenge, Dist. 16, Stadium Motocross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 pm.

Aug 31-Sept 2

CALIFORNIA MOTOCROSS/SUPER-CROSS/GP - CRC Combo Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

UTAH MOTOCROSS - Wild West Nationals Final, Sherwood Hills, Logan. Info: 801/972-5074.

Aug 31- Sept 1

GEORGIA OBSERVED TRIALS - Southeastern Trials Riders Association, Monroe. Info: 770/922-4971 or 784-0284.

HAWAII HARE & HOUND/MOTOCROSS - 42nd Annual Labor Day Event, Team Hawaii Sports, The Garden Island M.C., Kauai. Info: 808/822-0244.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Gingerman Raceway, South Haven. Info: 616/774-9902.

NEW HAMPSHIRE MOTOCROSS - New England Motocross Assoc., Keene. Info: 860/928-2138.

* OKLAHOMA MOTOCROSS - AMA/Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

OREGON DUAL SPORT - AMA/Lobos M.C. Inc., Dual Sport Trail Ride Series, Portland. Info: 503/656-5801.

PENNSYLVANIA MOTOCROSS - AMA/Steel City USA, 250/125cc, Pro MX National Championship Finals, Delmont. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - AMA/Outdoor Championship Series, U.S. Women's Motocross League, Steel City. Info: 714/837-3374.

WASHINGTON ROAD RACE - WMRRA, Bremerton. Info: 206/972-4499.

Sat, Aug 31

ALABAMA MOTOCROSS - Night Motocross, Iron Man MX Park, Warrior. Info: 205/663-0963.

* ARIZONA MOTOCROSS - Night Race, Cerbat Motorsports, Cerbat Motorsport Park, Kingman. Info: 520/757-7438.

CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night Motocross Final, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motosports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Central Florida Motorcycle Dealers Series and Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

* KENTUCKY MOTOCROSS - Night Races, Full Throttle Promotions, Inc., Hillbilly Raceway, Hatfield. Info: 606/353-4740.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags, Inc., Rawlings. Info: 301/729-6131.

NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

OHIO FLAT TRACK - State Kart Champ, Bear Creek Speedway, Scotty Brown International Racing, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Richwood Fair, Richwood. Info: 614/596-2057.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* OHIO SHORT TRACK - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Willis. Info: 540/789-7640 or 789-7260.

Sept 1-2

MICHIGAN MOTOCROSS - 2nd Yamaha Series, Baja Acres Motorcycle, Millington. Info: 517/871-3356.

Sun, Sept 1

ALABAMA MOTOCROSS - Kilpatrick Motocross, 616 County Road 479, Albertville. Info: 205/561-3495.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

* GEORGIA MOTOCROSS - Georgia Championship Series Round 7, Lazy River MX Ranch, Dalton. Info: 800/661-4812.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia, Info: 208/245-3608 or 245-4940.

KENTUCKY MOTOCROSS - AMA/District 10, Mega Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MARYLAND DIRT DRAGS - 80 percent in all classes, Rawlings Dirt Drags Inc., Rawlings. Info: 301/729-6131.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Jon Houde Memorial Race, Millington. Info: 517/871-3356.

* NEW JERSEY MOTOCROSS - AMA/Semi-Pro, 4th Annual Vet & Vintage Reunion, Raceway Park, Englishtown. Info: 908/446-7800

* NEW YORK 1/4 MILE SHORT TRACK - AMA Square Deal Riders M.C., S.D.R. Raceway, Harpursville. Info: 607/693-3215 or 693-2634.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Diamondback Motocross, Modena. Info: 914/795-5697 or 914/565-3651.

* NEW YORK MOTOCROSS - Seventh Annual Scott USA Day, Hunt MX Park, Hunt. Info: 716/476-2697.

* NORTH CAROLINA MOTOCROSS - Side by Side Racing, Rolling Hills Cycle Park, Reidsville. Info: 910/342-9027 or 342-1037.

* OHIO MOTOCROSS - Season Final, Kenworthy's Motocross. Troy. Info: 513/33-4763.

* OHIO MOTOCROSS - CRA/Ohio International Raceway, Ravenna. Info: 330/369-5993.

* PENNSYLVANIA MOTOCROSS - AMA/Dist. 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA DUAL SPORT - AMA/Hudson Valley Off Road Riders, Bluestone 200, Shohola Fire House, Shohola. Info: 914/932-8834.

PENNSYLVANIA ROADRACE - Reduc Sportbike Association, Pocono Raceway, Long Pond. Info: 215/413-DUCK.

RHODE ISLAND HARE SCRAMBLES - NETRA, Hoot Owl, W. Glocester. Info: 203/875-5757.

* VIRGINIA MOTOCROSS - AMA/District 13, Actiontown Motocross Park, Dillwyn. Info: 804/836-3633.

* WISCONSIN 1/2 MILE FLAT TRACK - Badger Racing Association Club, Central Wisconsin State Fair, Marshfield. Info: 414/699-3387.

* WYOMING MOTOCROSS-HPMA, Miles City. Info: 406/232-0663.

Mon, Sept 2

* CALIFORNIA MOTOCROSS - Argyll Park Promotions, Argyll Park, Dixon. Info: 916/678-3592.

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, Yamaha Series, Millington. Info: 517/871-3356.

* MISSISSIPPI MOTOCROSS - Eddie Gentry, Motocross 886, Pontotoc. Info: 601/489-8316.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 216/725-8569.

* OHIO MOTOCROSS - AMA/American Motosports Inc., Vinton Motocross Park, McArthur. Info: 614/596-2057.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Labor Day Gala, Christiana. Info: 615/896-3245.

Wed, Sept 4

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Sept 6

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

NEVADA MOTOCROSS - On Trac Events, Carson City. Info: 702/267-4392.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Tuscarawas County Fair, Dover. Info: 614/596-2057.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium MX Series, Midwest Action Cycle Night, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Sept 7-8

ALABAMA MOTOCROSS - Rocket City Raceway/Huntsville Jaycees, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA DUAL SPORT - Countdown's Hawthorne Run, Bishop. Info: 818/348-8381.

CALIFORNIA GRAND PRIX - AMA/D-37/Baja Promotions, The Cal-City Gran Prix by the Sea, California City. Info: 818/992-6355.

KENTUCKY DUAL SPORT - AMA/K-T Riders, Dual Sport Trail Ride Series, Golden Pond. Info: 502/522-6624.

* MISSOURI MOTOCROSS - Suzuki RM Cup, Branson USA MX, Branson. Info: 714/996-7040 ext. #309.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sat, Sept 7

ALABAMA MOTOCROSS - Rocket City Raceway Inc., and the Huntsville Jaycees, Old Huntsville Airport, Northeas Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA MOTOCROSS - CRC Nigh Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA TRIALS - AMA/ Bear Boogie Vintage, Sacramento. Info: 916-753-2519.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

CANADIAN/B.C. MOTOCROSS - B.C. Championships. Mission Raceway Park. Info: 604/533-0233.

COLORADO SHORT TRACK & TT/ IMI/ Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info: 417/744-2593.

NEW HAMPSHIRE MOTOCROSS - Nev England Motocross Assoc., Canaan. Info 860/928-2138.

* NEW YORK SUPERCROSS SERIES - State Championship, Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice also, Carthage. Info: 910/947-5340.

* NORTH CAROLINA SUPERCROSS - Under The Lights Series, N.A.M.E., Rolling Hills Cycle Park. Reidsville. Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 419/822-3006 or 313/289-2100.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

* PENNSYLVANIA SHORT TRACK - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

TEXAS MOTOCROSS - Oso Creek Motorcross Club, Oso Creek MX Park, Corpus Christi. Info: 512/364-5539.

WASHINGTON HARE SCRAMBLES - Golden Spike Hare Scrambles, Northwest Motorcycle Assn., Offroad Series/Stump Jumpers M.C. Info: 206/483-9894 or 206/242-7044.

* WISCONSIN SHORT TRACKS - AMA, Aztalan Cycle Club Inc., Seniors Motocross, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 8

ALABAMA MOTOCROSS - Rocket City Raceway Inc. and the Huntsville Jaycees, Old Huntsville Airport, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA TRIALS - AMA/Bear Boogie Trial, Sacramento. Info: 916-753-2519.

* CALIFORNIA MOTOCROSS - Argyll Park Promotions, Argyll Park, Dixon. Info: 916/678-3592.

CANADIAN/B.C. MOTOCROSS - B.C. Championships, Mission Raceway Park. Info: 604/533-0233.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

ILLINOIS ENDURO - AMA/Central IL Dirt Riders Assn., National Championship Series, Canton. Info: 309/647-3009.

IOWA MOTORCYCLE HILLCLIMB, SWAP MEET, AND RIDE-IN BIKE SHOW - J&P Promotions, Rain Date September 22, Anamosa. Info: 319/462-6011.

IOWA ENDURO - Iowa Enduro Riders Association, Castana. Info: 515/795-3440.

IOWA OBSERVED TRIALS - All-Iowa Trials Riders Association, Anamosa. Info: 515/263-0451.

* KANSAS MOTOCROSS - K.O.R.R., Silver City, Sterling. Info: 316/942-6527.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info: 410/73-9035.

MASSACHUSETTS ENDURO - NETRA, Greylock, Windsor. Info: 203/875-5757.

MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

MISSOURI ENDURO - Black Jack Enduro Circuit, Cannon Creek Enduro, Collins. Info: 417/345-6211.

NEW HAMPSHIRE TURKEY RUN - NETRA, Ammonoosuc River, N. Haverhill. Info: 203/875-5757.

* NEW YORK MOTOCROSS - WNYSC/Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK TRIALS - District 4, Cayuta. Info: 607/739-4243.

* NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Ace Motocross, Modena. Info: 914/463-2093.

* NORTH CAROLINA MOTOCROSS - AMA/Dist 29, Fall Series, Devil's Ridge MX, Sanford. Info: 919/776-1767.

NORTH DAKOTA MOTOCROSS - North Dakota Motorcycle Association, Dickinson. Info: 701/343-2094

* OHIO HARE SCRAMBLES - Amherst Meadowlarks M.C., Amherst. Info: 216/988-9100.

* OHIO SUPERCROSS - Western Reserve Motorcycle Club (CRA), Salem. Info: 330/337-8077

* PENNSYLVANIA EXPERT POINTS RACE - M.D. Comp. Riders, District 7, Happy Ramblers M.C. Club, Hanover. Info: 717/633-7708.

TENNESSEE HARE SCRAMBLES - Mid South Hare Scrambles Series, Summertown. Info: 615/859-0873.

TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497.

* VIRGINIA MOTOCROSS - AMA/District 13, U.S. Eastern Pro-Am Motocross Fall Series, Elizabeth City. Info: 804/548-1052.

WASHINGTON MOTOCROSS - AMA sanctioned. Washougal Motocross track. Info: 541/673-1671

WASHINGTON ROAD RACE - WMRRA, Seattle. Info: 206/972-4499.

WASHINGTON MOTOCROSS - Pro-Am 3rd Annual event, Spokane, Spokane County ORV Track. Info: Steve Peters, 409/927-8087

Tues, Sept 10

CALIFORNIA MOTORCYCLE SHOW - McGee's Grill/Local Dealers, Citrus Heights. Info: 916/966-1364.

Wed, Sept 11

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Hocking County Fair, Logan. Info: 614/596-2057.

Sept 11-14

COLORADO DUAL SPORT - AMA/Colorado Sportrides, Dual Sport Trial Ride Series, Steamboat Springs. Info: 303/697-8382.

Fri, Sept 13

* CALIFORNIA SUPERCROSS - B&L Racing Promotions, Sacramento, Raceway Park. Info: 916/483-6548.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

* OHIO MOTOCROSS - AMA/American Motorsports Inc., Guernsey County Fair, Old Washington. Info: 614/596-2057.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium MX Series, Lake Geneva Raceway. Lake Geneva Info: 815/728-0823 after 5:30 p.m.

Sept 14-15

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Over The Hill Gang Bay Area National, Hollister Hills, Hollister. Info: 310/864-6875.

COLORADO ROAD RACE - MRA, Steamboat, Steamboat Springs. Info: 303/530-5678.

INDIANA TRIALS - AMA/Dist. 15/Stoney Lonesome M.C., Columbus. Info: 812/342-4411.

INDIANA DRAG RACE - AMRA, Midwest Region, 1/4 mile, U.S. 41 International Raceway, Morocco. Info: 708/250-0838.

MINNESOTA ROAD RACE - Central Roadracing Association, Brainerd. Info: 612/332-4070.

Sat, Sept 14

ALABAMA MOTOCROSS - Rocket City Raceway/Huntsville Jaycees, Northeast Alabama Fair Grounds, Huntsville. Info: 205/772-3108.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross, Carlsbad Raceway. Info: 619/484-1441.

* CALIFORNIA SHORT TRACK & TT - AMA/Dist. 36/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS/SIDECARS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA SUPERCROSS - Pro-Am, Checkered Flag Promotions, Friday Nite at the Races, Shasta District Fairgrounds, Anderson. Info: 916/347-6686.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross Park, Moreno Valley. Info: 909/943-4535.

COLORADO SHORT TRACK & TT/ IMI/ Dirt Karts/ QTR Midgets, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

FLORIDA MOTOCROSS - Central Florida Motorcycle Dealers Series and Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* GEORGIA MOTOCROSS - AMA/Trans - MX Series - Round 8, Sport Star Inc., Road Atlanta MX, Braselton. Info: 770/493-1792.

* KENTUCKY ARENACROSS - KTMXA/Paris Dirt-Trackers Inc., Eddyville, Lyon County Fairgrounds. Info: 901/642-0511 (days)

KENTUCKY MOTORCYCLE SUPER-CROSS - Night Races, Hillbilly Raceway, Hatfield. Info: 606/353-4740

* MISSOURI MOTOCROSS RACES - Sprout Patch Competition, Billings. Info:417/744-2593

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - 226 MX, Nebo. Info: 704/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

* NORTH CAROLINA SUPERCROSS - Daniel's Ridge Supercross, Daniel's Ridge Road, Taylorsville. Info: 704/758-4342

* OHIO MOTOCROSS - AMA/District 1/Dirt County, Blanchester. Info: 513/791-8970 or 513/625-7350.

* OHIO SHORT TRACK - Season Final, Scotty Brown International Racing, Bear Creek Speedway, Canton. Info: 330/837-5694.

* OHIO MOTOCROSS - MRA/Delta Raceway, Delta. Info: 313/289-2100 or 419/822-3006.

* OHIO MOTOCROSS - AMA/District 11, Honda Hills, Linnville. Info: 614/323-3766.

* OKLAHOMA MOTOCROSS - AMA Rules, Rocky Top USA, Oklahoma City. Info : 405/677-3333 or 800/224-7890.

* PENNSYLVANIA SUPERCROSS - AMA/Trail-Way Speedway, Hanover. Info: 717/359-4310.

* SOUTH CAROLINA MOTOCROSS - Ron Twilley Hardeeville Motocross, Hardeeville. Info: 912/427-9674.

* VIRGINIA MOTOCROSS - AMA/District 29, U.S. Eastern Pro-Am Motocross Series, Danville. Info: 804/836-3633.

Sun, Sept 15

ALABAMA MOTOCROSS - Kilpatrick Motocross, 616 County Road 479, Albertville. Info: 205/561-3495.

* ARKANSAS HARE SCRAMBLE - Old Supply Road. Info: 501/935-5188.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 909/880-3090.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Round 1, Perris Raceway. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - Argyll Park Promotions, Argyll Park, Dixon. Info: 916/678-3592.

COLORADO MOTOCROSS - SRAC/Coyote, Colorado Springs. Info: 800/242-6581.

CONNECTICUT RIDE - March of Dimes Birth Defects Foundation, RideAmerica for Healthier Babies, East Hartford Elks Club, East Hartford. Info: 860/290-5440.

* FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

IDAHO MOTOCROSS - Fossil Bowl, Clarkia. Info: 208/245-3608 or 245-4940.

ILLINOIS TRIALS - Rock River Riders M.C., Rock River Riders Clubgrounds, Polo. Info: 815/232-2731.

IOWA ENDURO - Iowa Enduro Riders Association, Winterset. Info: 515/795-3440.

* KANSAS MOTOCROSS - K.O.R.R., Grand Prix, Sprockets II River Track, Arkansas City. Info: 316/942-6527.

KENTUCKY MOTOCROSS - AMA/District 10, Sheltowee Series, Daniel Boone Motocross Park, London. Info: 606/877-1364.

MARYLAND YOUTH MOTOCROSS - Middle Atlantic Motocross Association, Budds Creek. Info:410/73-9035.

MASSACHUETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

MASSACHUSETTS TURKEY RUN - NETRA, Triple B II, New Boston. Info: 203/875-5757.

* MISSOURI HARE SCRAMBLER - Platte County Trailriders, Kawasaki, Suzuki & Yamaha, Kansas City. Info: 816/630-8753.

MONTANA CROSS COUNTRY - Elk Basin Cross Country, Big Rock Motorsports, Helena. Info: 406/442-2698

NEVADA HARE & HOUND - AMA/High Sierra M.C. National Championship Series, Yerington. Info: 702/885-0650.

NEVADA MOTOCROSS - CMC/Silverstate Motocross, Prizes Awarded, Carson City. Info: 702/267-4392.

NEW YORK HARE SCRAMBLES - NETRA, Stateline, Boyntonville. Info: 203/875-5757.

NEW YORK MOTOCROSS - AMA/MSC/Dist. 34/Fall Series/Claverack MotocrossTrack, Claverack. Info: 518/828-6149.

NEW YORK SHORT TRACK - AMA/Electric City Riders M.C., Kelly Station Road, Schenectady. Info: 518/374-7979.

OHIO MOTOCROSS - Sunset Ramblers, Galion. Info: 419/562-6931.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 330/262-4945.

OREGON ROAD RACE - Roadracing Assoc. of Motorcycles, Coos Bay International Speedway, Coos Bay. Info: 541/269-2474.

* OREGON MOTOCROSS - CMC/Trans-Cal MX Nationals, Eugene MX Track. Eugene Info: 541/928-4474.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredricksburg. Info: 717/273-1180 or 717/273-9212.

* PENNSYLVANIA MOTOCROSS - AMA/Trail-Way Speedway, District 7 expert points, Hanover. Info: 717/359-4310.

TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana. Info: 615/896-3245.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/High Plains Division, Boondockers, Post. Info: 800/55-TSCEC.

OREGON POKER RUN - OMRA/Jones Creek Trailriders M.C. Rock & Roll Poker Run, non-points event, Camas. Info: 503/678-2779.

* VIRGINIA MOTOCROSS - AMA/Fall Classic & Four Stroke Eastern National, Danville. Info: 804/836-3633.

WEST VIRGINIA CROSS COUNTRY - AMA/Racer Productions, Grand National Cross Country Tour, Hardrock, Fairmont. Info: 304/284-0084.

* WYOMING MOTOCROSS- HPMA/Series Championship Double Points, Lusk Dirt Riders, Lusk. Info: 307/334-2321.

Wed, Sept 18

CALIFORNIA DRAG RACE - NHRA, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Sept. 20-22

CALIFORNIA ROAD RACE - CMRRA 50cc-125cc , 4th Annual International Challenge Championships, Rosamond. Info: 909/674-5357.

Fri, Sept 20

* MICHIGAN MOTOCROSS - MRA/Milan Cycle City, Milan. Info: 313/289-2100 or 313/439-7735.

* NORTH CAROLINA ASPHALT HALF MILE - AMA/Mars Carolina H-D Dealers Association, New Asheville Speedway, Asheville. Info: 803/626-9455.

* WISCONSIN STADIUM MOTOCROSS - AMA/District 16, Wisconsin Stadium Motocross Series, Lake Geneva Raceway. Lake Geneva. Info: 815/728-0823 after 5:30 p.m.

Sept 21-22

* KENTUCKY MOTOCROSS - AMA/Blue Grass Motocross Park, Thorobred Series, Clay City. Info: 606/744-5916

MAINE MOTOCROSS - New England Sports Committee, Greene. Info: 413/772-0685.

MICHIGAN ROAD RACE - AMA/Great Lakes Road Racing Assoc., Grattan Raceway Park, Grattan. Info: 616/774-9902.

MICHIGAN MOTOCROSS - Baja Acres M.C. AHRMA on the 21st, Vintage Series on the 22nd, Millington. Info: 517/871-3356.

MISSOURI HARE SCRAMBLER - AMA/Flat River Grand Prix, Kawasaki, Suzuki & Yamaha, St. Louis. Info: 314/427-1204.

* NEW YORK MOTOCROSS - AMA/Broome-Tioga Sports Center, Binghamton. Info: 717/222-9290 or 607/648-4997.

NORTH CAROLINA DRAG RACE - IDBA, 1/8th mile, Piedmont Dragway, Greensboro. Info: 205/849-7886.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Portland. Info: 503/221-1487.

Sat, Sept 21

* CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Saturday Motocross. Carlsbad Raceway. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Saturday Night Motocross, Riverfront Park, TransCal 2, Marysville. Info: 916/695-2727.

CALIFORNIA MOTOCROSS - CRC Night Motocross, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - Vallejo Speedway, Solano County Fairgrounds Sports Arena, Vallejo. Info: 707/557-6019.

* CALIFORNIA MOTOCROSS - Rojo Productions, Night Race, Starwest Supercross park, Moreno Valley. Info: 909/943-4535.

COLORADO MOTOCROSS - IMI, Denver. Info: 303/286-1813.

* FLORIDA MOTOCROSS - Saturday Night, Pepsi Air Dania Motocross Park, Dania. Info: 305/321-9422.

* FLORIDA SHORT TRACK 1/4 MILE - FCX Racing, Orange County Raceway, Orlando. Info: 407/298-3103.

* LOUISIANA SHORT TRACK & TT - Outlaw Racing, Swampland Raceway, Washington. Info: 318/363-3734.

MICHIGAN MOTOCROSS - Baja Acres Motocross Club, AHRMA, Millington. Info: 517/871-3356.

* NEW YORK 1/4 MILE FLAT TRACK - Accord Speedway, Night Race, Accord. Info: 914/626-3478.

NORTH CAROLINA MOTOCROSS - Hang Time Motocross Park, Open Practice Also, Carthage. Info: 910/947-5340.

*NORTH CAROLINA SUPERCROSS - Under the Lights Series, N.A.M.E., Reidsville. Info: 910/342-4492.

* NORTH CAROLINA MOTOCROSS - Silver Creek Motocross, Morganton. Info: 704/584-2808.

*KENTUCKY MOTOCROSS - Daniel Boone Motocross Park, London. Info: 606/877-1364.

* MARYLAND SUPERCROSS - AMA Dist. 7 & 13 (Pro National Amateur Day). Budd's Creek Maryland Park. Info: 301/475-2000

NORTH CAROLINA MOTOCROSS - East Bend Speedway, East Bend. Info: 910/699-3629.

OHIO MOTOCROSS - YZ Bucks AMA/District 11, Action Sports Promotions Inc., Nelsonville. Info: 614/594-6686.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

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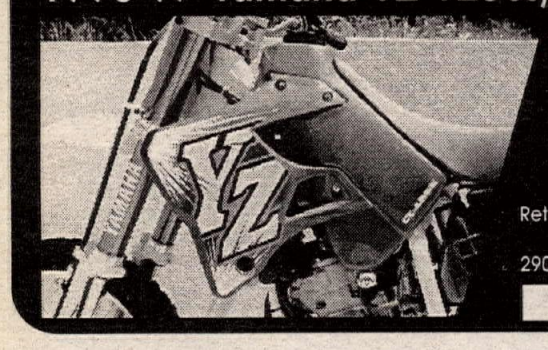

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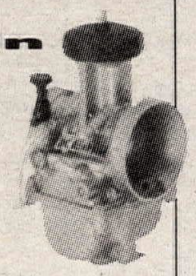

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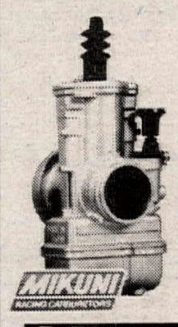

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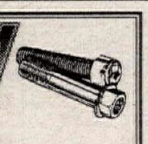

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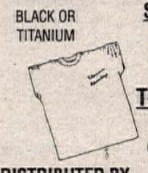

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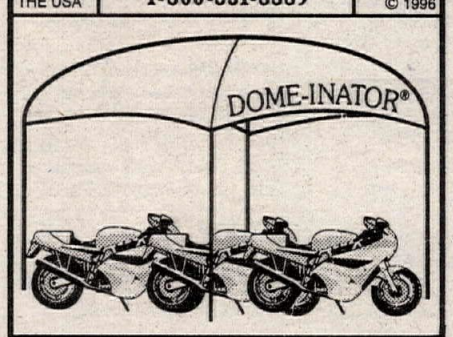

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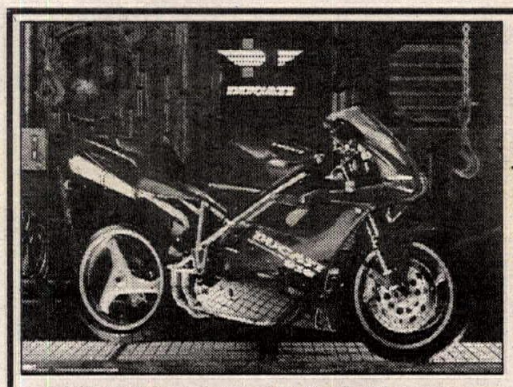
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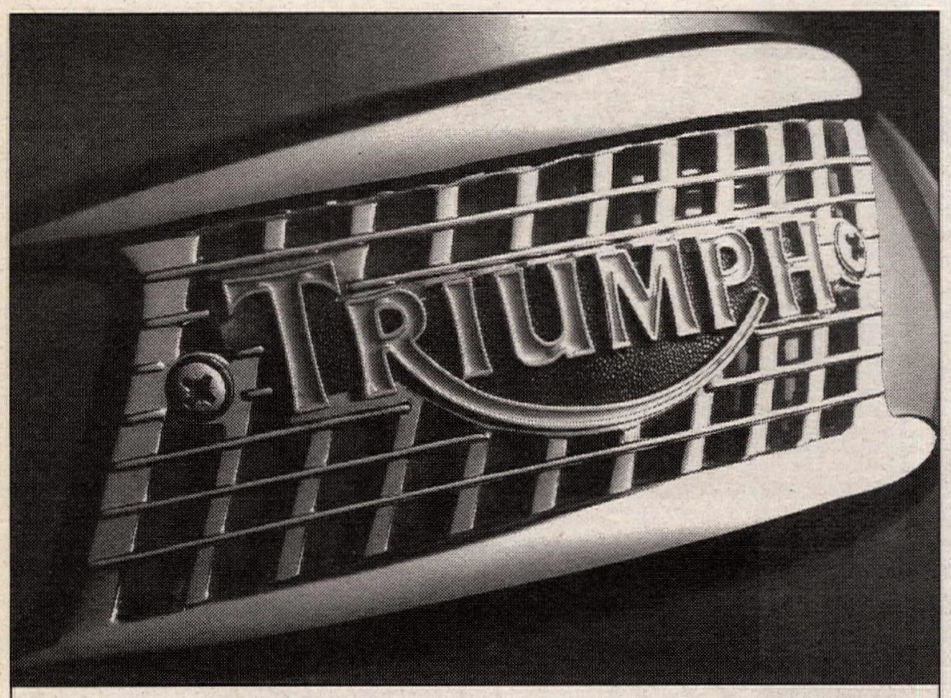

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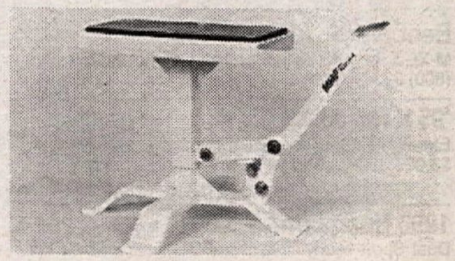

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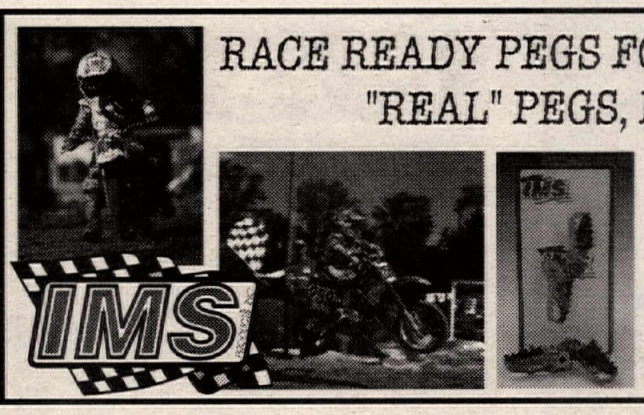

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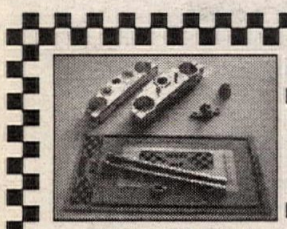

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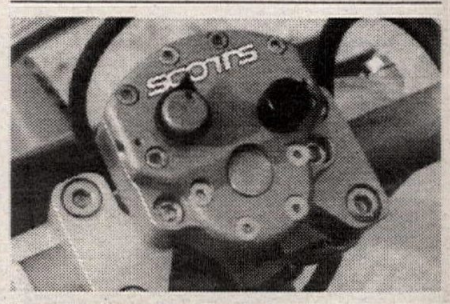

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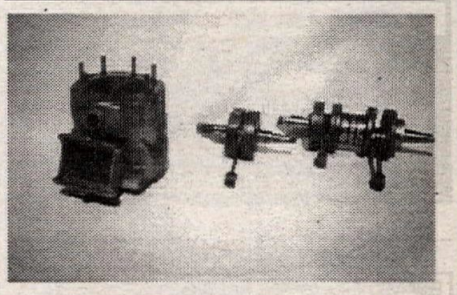

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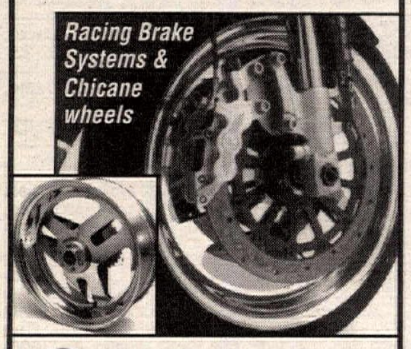

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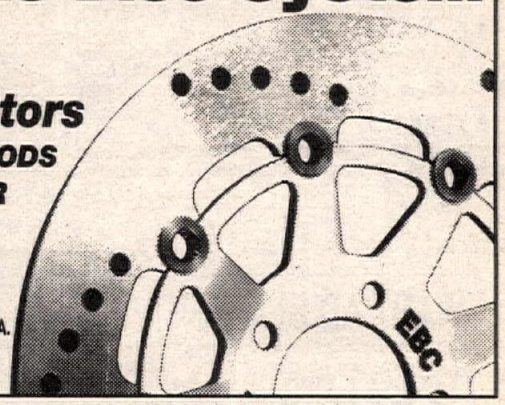

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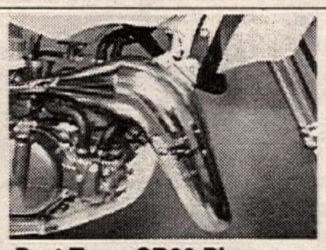

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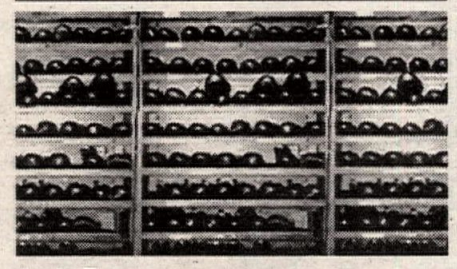

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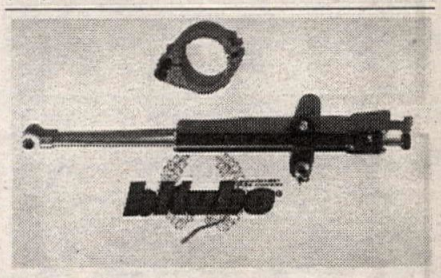

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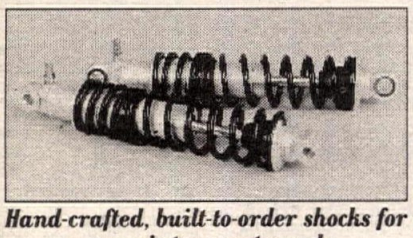

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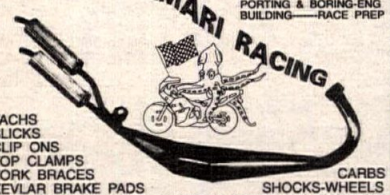

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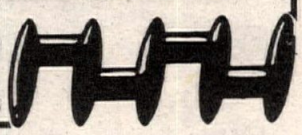

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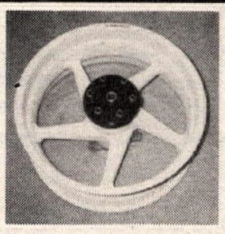

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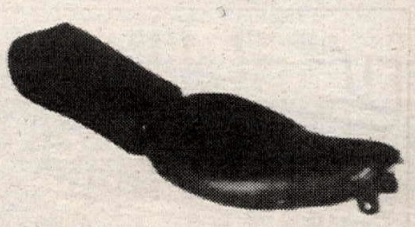

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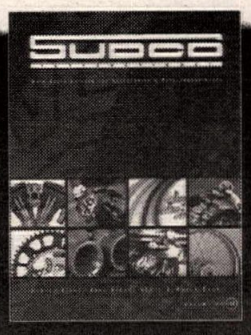

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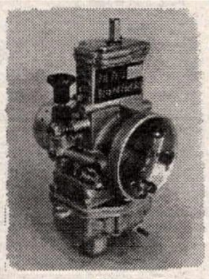

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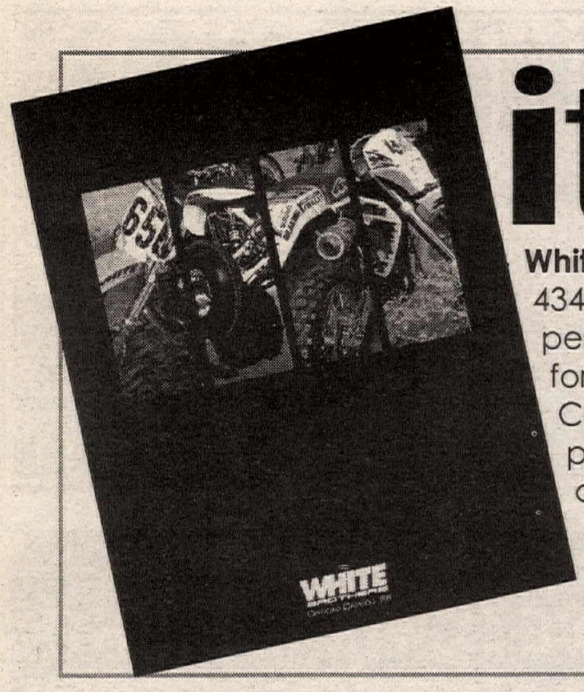

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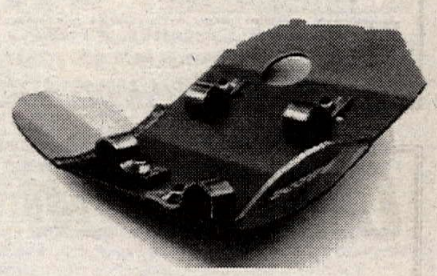

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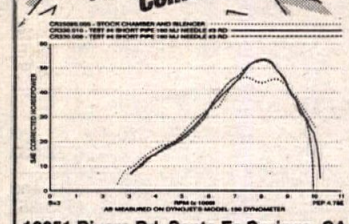

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Accord Speedway 43
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Action N.A., Inc. 58
Action Sports Promotions 57
Aerostitch Riderwear 51
AGV-MDS Helmets N.A. Inc. 60
Aircone Inc. 55
ALLREDY Canopies 53
Allsport Salvage 59
American Dirt Bike, Inc. 53
American Honda 52
American Jawa Limited 48
American MC Institute 58
American Suzuki 64
Andrews Yamaha-Kawasaki 52
Apache Honda Yamaha 50
Applied Racing 55
Arai Helmets 60
ATK America, Inc. 57
Avon Tire 57
Backroads Adventures B.C., Inc. 58
Baja Designs 55
Baja Off Road Tours 54
Baja Off-Road Adventures 50
Banzai Parts 60
Bare Bones Machine 49
Barnett Tool & Eng. 57
Bel-Ray Lubricants 52
Bell Helmets 61
Berg Racing USA 51
Bert's M/C Mall 44
Bieffe USA, Inc 55
Bike Life 61
BikeStaz 49
Bill Cody Racing 61
Bill's Pipes 51
Bley USA Inc. 49
BMW Of North America 59
Boswell Energy Systems 59
Boyesen Engineering 51
Braking USA 60
Branson USA 43
Bridgestone Tire 9
Briggo Enterprises 57
Buell Motorcycle Co. Inc. 52
C&J Racing Frames 49
C Cycle Suspension Service 55
C P C 49
C.R.E. Imports Inc 50
Calhoun Motocross 48
California Racing Club 42
Can-Am 61
Carb Parts Warehouse 48
Carbon Tech 49
CBR Bearing Co. 53
CCM San Jose 54
Champion Racing Frames 61
Championship Cup Series 52
Chaparral Cycle Supply 54
Charleston Custom Cycle 54
Chris Agajanian Presents 44,45
Clarke Mfg. Co. 52
Clean Racing 51
CMA 43
Cometic Gasket 57
Composites Unlimited 61
Cope Racing 59
Copper Gaskets Unlimited 53
Cosmopolitan Motors 49
Creative Energies 48
Cycle Concepts Inc. 59
Cycle Express 49
Cycle News Dealer Sales 45
Cycle News On-Line 39
Cycle News Subscription Form 3
Cycle Pros 48
Cycle Recyclers 53
Cycle Specialties Athens 60
D&D Motorcycle Service 61
D.G.Y. Motorsports 61
D.I.D. 53
Dennis Kirk 58
Desert Only Yamaha 53
DG Performance 55
Dick Allen's Yam. Hon. KTM. Sea-Doo 51
Donnie Hansen MX Academy 52
Ducati 59
Ducati Beverly Hills 53
Dunlop Tire 52
Dynatek 49
Earl Small's H-D 61
East Coast Cycle Inc. 59
EBC Brakes 55
Elf Lubricants N. America 51
Engine Dynamics Co. 53
Engines Only 51
Enzo Racing 51
Eric's Motorcycle Co. 57
Erion Racing 57
Euro-Tech Engineering 61
European Cycle Specialties 49
Event Technology 51
F&L Company 48
Factory Connection 59
Falicon Performance Engineering 57
FANAF Co. 50
Fast By Ferracci 51
Fast Company 59
Fineline Motosports 50
Finish Line Products 58
FMF Racing 58
Fontana Radiator Service 61
Formula USA 39
Fremont Cycle Salvage & Access. 60
G F I Racing 42,43
Gary Baileys MX School 57
Gas Gas USA, Inc. 49
Glen Helen Racing, Inc. 42,45
GNC Motocross 43
Gustafsson Plastics 52
Hall's Husqvarna 58
Hammerhead Graphics 54
Hansen Motorcycles, Inc. 57
Hap Jones International 51
Hayward Honda 52
Heid's Hodaka 58
Hi-Point Trailers 49
Holliday Canopies 60
Honda of Milpitas 57
Honda of Russellville 53
HRP Products 60,61
Husqvarna 59
I-40 Motocross 58
I.C.O. 57
Inter-State Oil Co. 51
International Motorsport 54
International Speedway 43
Iowa Lakes Community College 53
JN Innovations 54
J. Wood & Co. 43
JC Motors 59
JT USA 59
Kawasaki Motors Corp. 5,50
Ken Maely Enterprises 54
Kev-Co/Stubbs Racing Products 50
Klemm Research 52
KTM Of Mojave 52
KTM Sport Motorcycle USA 52
L & R Racing Products 60
Lamson Porting 51
Langcourt Limited, Inc. 59
Legacy Motorsports, Inc. 53
LEM R & D 50
Letko Competition Cycles 51
Lightweight Products 57
Lindemann Engineering 61
Los Angeles Sleeve Co. 61
Los Angeles Triumph 49
M.C.C 60
M/C Concepts 50
M/C Specialties 58
Magnum Distribution 58
Maxima Racing Lubricants 60
McGraw Insurance Service 55
Megacycle Engineering 57
Metzeler Motorcycle Tire 51
Mid Cities Honda Kawasaki 57
Mike's Cycle Parts 60
Moroney's H-D 49
Moto America, Inc. 53
Moto Cycle 53
Moto Liberty Cycle 48
Moto Line 59
Motocross Des Nations T-Shirts 41
Motocross Racing Assoc. 60
Motoman 59
Motorace 55,59
Motorcycle Accessories Unlimited 52
Mr. Gasket Co. 44
MSD Ignition 59
MSI Trailers 59
Myler's Radiator 51
Neanderthal Cycle Salvage 57
Netcom 41
Nickel Silicon Carbide 60
Nitrous Oxide Systems, Inc. 57
NMA 44
North County Yamaha 50
North Texas Yamaha 58
North West Maico & CZ 54
Northwest Sleeve, Inc. 52
Oakland Sports Center 44
Off Road Specialties 61
On Two Wheels 61
Orange County Suzuki 50
Pacific Plastic Repair 59
Penguin Roadracing School 51
Penske Racing Shocks 53
Performance Engineering 54
Performance Machine 55
Pettersson Pro Suspension 55,61
Pierce Racing 55
Pirelli Tire 21
Pit Pro 54
PJ1:PJH Brands 60
Pomona Valley Kawasaki 50
Poway Honda/Kawasaki 50
Powroll, Inc. 55
Pro Action Technology 58
Pro Art Works 53
Pro Circuit Racing 52
Pro Plates 51
Pro-Vue 61
PVL Electronics 53
R&R Cycle 50
Race Code 50
Race Tech 42,49
Racing Engine Components 51
Rader Bag,Inc. 58
Rancho M/C Dismantling 59
Rick Petersen Motor Sports 53
Ridersville Cycle 49
RK Racing Chain 61
RM Express 55
Ro Jo Productions 44
Rocket Rex Racing 58
Ron Wood Racing 52
Safari Cycle Spares 53
Seals Communications 13
Shock Therapy 61
Shoei Helmets 21,61
Shoup Enterprise 51
Silkolene 41
Slater Bros. 49
Sloan/SHY Racing 57,58
Sole Performance 55
Spectro Oils of America 60
Sprocket Specialists 51
Star Racing 49
StickerPoint USA, Inc. 57
Stocker's Starters 54
Storz Performance, Inc. 54
Streits Honda Kawasaki Yamaha 60
Sudco International 59
Sunstar Engineering 48
Super Flow Corporation 48
Superbike Mike Engineering 53
Superior Sleeve & Machine 55
Supertrapp Industries 57
Surdyke Racing 59
Syed Leathers 58
Team Calamari YSR 57
Tech Care Suspension 61
Tech Products 51
TechnoMagnesio Wheels 57
Terrycable Products 52,54
Thousand Oaks Yamaha Kawasaki 60
Titanium Advantage 48
TNT Motorsports 52
Tony D MX School 59
Tony Doukas Racing 58
Too Tech Suspension 58
Torco Racing Oils 54
Town & Country Cycles 51
Travelcade 61
Trick Racing Fuel 50
Triumph Motorcycles 52
Two Brothers Racing 58
U F O 59
U.S. Maico/Wulfsports 60
Upstate Cycle 52
USA Sports 55
Vance & Hines Motorcycle Center 48
Vanson Leathers 54
Vitonix 48
VP Racing Fuels 58
WERA 59
WCC Wholesale Parts 55
Web-Cam 50
Western Honda 61
Western Mfg. Corp. 54
Wheel Works 50
White Bros. Cycle Specialties 60
Wiseco 52
Works Connection 55
Works Enduro Rider/WER 57
Works Perfromance Products 57
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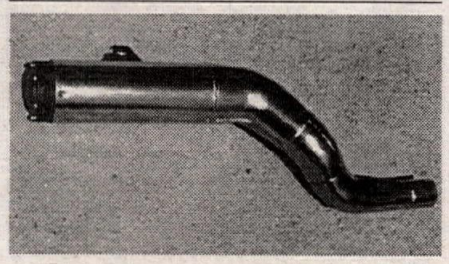

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A VIEW FROM THE FENCE

By Eric Johnson

In 1995, independent marketing consultant Frank Gerace introduced Skoal tobacco to the sport of AMA motocross. By working in unison with the major National MX promoters, the well-intentioned Gerace and Skoal bashed out a unique program that brought sponsorship money to the people who needed it most - the privateers. Touted as the *Skoal Racing Top Privateer Challenge*, the program awarded a $500 award to the top 125cc and 250cc privateer at each of the 12 stops on the AMA National Motocross Championship circuit. In addition, the point fund also awarded a $5000 bonus to the competitor who finished the season in the top position in AMA 125 and 250cc National Championship point standings, respectively. While this may not seem to be a lot of money by "big-time" factory rider standards, you can rest assured that the 500 yards of Skoal "green" can go a hell of a long way for cash-strapped privateer riders.

The benevolent Skoal Racing Top Privateer Challenge was enthusiastically received with open arms by the pro MX world and has successfully continued on into the current 1996 campaign. While the Skoal program has been met with nothing but positive reception, in recent months there has been a bit of concern that the term "privateer" is harder to define than what was first thought. Normally interpreted as the journeyman racer who pays all expenses out of his own pocket, sleeps in box vans or on the floors of friends across the country, and faces the eternal struggle of financing a "closer to the stars" racing effort, the term has lately developed into something more nebulous. It has recently become apparent that the lines of being categorized as a true "privateer" have become somewhat blurred. When the Skoal program was initiated it was determined that a privateer would be categorized as a racer who received absolutely no help or assistance from the big-four Japanese factories. This included Team Honda, Suzuki, Kawasaki, and the two key factory-assisted, private teams of Honda of Troy and Team SplitFire/Kawasaki. All other racers were cast into the role of privateer.

Enter James Dobb. Hailing from Nottingham, England, and hot off the FIM World Championship circuit, Dobb arrived in the United States. in the early '90s to make his mark on the U.S. MX scene. After initially riding for Mitch Payton's SplitFire team, with whom he won a 125cc National at Unadilla, Dobb moved on to the Honda of Troy team. After a few years of somewhat tepid results, no doubt influenced by a number of nagging injuries, Dobb was released from the team to ultimately hit the road on his own. However, fate stepped in at the last moment when Dobb was offered Craig Decker's factory Suzuki when the young pilot was injured in a practice mishap at the '95 Las Vegas Supercross. Dobb filled in admirably, taking the bike to several strong finishes in early season supercross events. But it was just a temporary gig as he was politely ushered out the door immediately following the Gainesville, Florida, National. Now empty-handed, James Dobb has nowhere to go but down to a local Suzuki dealer to purchase his own bikes and equipment. He was his own man. He was now a "privateer" in the truest, classic sense of the word. Thus far in the 1996 National Championship Series, Dobb has been on the gas, scoring the top privateer honors at the Glen Helen, Red Bud (where he went out and won the first moto), and Troy Nationals. As of the Millville National, Dobb lies an impressive eighth in the 125cc series point standings, just a mere eight points behind fellow privateer comrade Buddy Antunez. However, unlike Antunez, Dobb has received absolutely no money or media attention from the Skoal privateer program. Why? Good question. Read on as Dobb tries to explain.

"During the '96 supercross series, I rode practice sessions that were designated for the factory teams. At that time I was riding Craig Decker's factory bike for Team Suzuki. I never thought anything of it. Skoal had nothing to do with the supercross series, so I assumed that those sessions would have nothing to do with the AMA National outdoor series." It turned out that Dobb was mistaken.

"When the '96 outdoor series started ,I rode the first round at Gainesville for Team Suzuki. I was then released from the team and sent back to full privateer status. I was on my own."

When the series moved on to Hangtown and Glen Helen, Dobb's results began to improve and he was scored as the top privateer at the Glen Helen National, carding 5-13 moto scores for eighth overall. With his strong overall result, Dobb expected to receive the Skoal award for top privateer. But it wasn't to be. It seems that due to his early season supercross rides as a replacement member of Team Suzuki, Dobb was still being considered a factory rider. But those days were long, long gone. He was all alone and paying his own way now. Figuring that he could get the matter straightened out, Dobb went to AMA/MX manager Duke Finch to clear the matter up. But that wasn't to be either.

"I went to see him and we had a few conversations, but he still considered me a factory rider," claimed Dobb. "He said that I had ridden in factory supercross practice sessions earlier in the year and that automatically made me a factory rider. It wasn't fair."

Unbeknownst to Dobb, while he was paying all of his own expenses and collecting whatever sponsors he could along the way to help make ends meet, Finch still considered him a part of the Suzuki factory stable.

"I pay for everything," quipped Dobb. "My bike is becoming very worn out. I am riding the same bike that I started the season on. It's becoming dilapidated. I have no money for parts and have been sleeping in my box van at times. While I do receive some money from Quicksilver (a California-based surfwear company) and my other sponsors, that money goes to pay my mechanic and transportation costs. How can he say that I am not a privateer?"

While fellow privateer riders Antunez, Scott Sheak, Suzuki support rider (and ironically a fellow Quicksilver teammate of Dobb's) and Brian Deegan of Team Chaparral have all gone on to win the Skoal award on more than one occasion, Dobb has been left with nothing. Plus, Antunez and Deegan ride for privateer teams that are well-financed, supply their racers with reworked motorcycles on a week-to-week basis and hand out airline tickets to each and every race. As a converse to that existence, Dobb shows up at the track in his truck, sleeps in his truck and desperately attempts to make his motorcycle live from one race to the next.

"I can't go back on my word," says Finch. "I would love to give the Skoal money to James Dobb, but I can't. I couldn't face the other privateers by going back on my word. The factory practice in supercross is a black and white issue. We made the call then. I told the guys that if you ride a supercross practice and receive the benefit of those sessions, you have to be considered a factory rider from then on. Guys like Deegan didn't get to ride those practice sessions, but Dobb did. The sessions were one of the perks of being a factory rider."

The privateers were told that if they participated in the factory supercross practice sessions, they would be exempt from the Skoal privateer program. Dobb, at the time riding a factory Suzuki for Roger DeCoster, rode in those session.

In order to get another read on the matter, we contacted the father of the Skoal program himself, Frank Gerace.

"Duke Finch gives me the specifics on what a privateer is," said Gerace. "It is not an AMA program, but Duke goes along and keeps an eye on the riders for us. That is that way I do this. I'll go along with whatever the ruling is on this, but I think that Duke will say 'If you're going to go out and ride the factory supercross practice, then we will have to consider you a factory rider.' If Duke and the riders think the situation should be changed, I'll change.

"It's a very positive program in which everybody wins," added Gerace. "The money has been spread out pretty well in the 125cc class."

Indeed it has. Antunez, Sheak and Deegan have been able to cash checks that have done wonders for their racing efforts. However, the program was created to aid and reward the best and most deserving privateer - and this is a very noble manifesto.

However, something is slightly amiss when the best, and arguably most needy privateer is being left out in the cold - James Dobb. CN

LOOKING BACK...

25 YEARS AGO... AUGUST 31, 1971

BSA denied reports that it was having financial problems in America in a letter from the president of the company, Dennis McCormack, that was published in *Cycle News*...**Bendzall Gold Label** was banned from competition in Northern California's District 36 because it changes the specific octane of pump gasoline...BSA's **Dick Mann** won the 100-mile AMA National at Pocono International Raceway in Pennsylvania. Yamaha's **Kel Carruthers** finished second and **Yvon DuHamel** took third...**Joel Roberts** won his 42nd World Motocross GP by winning the Swedish 250cc GP.

15 YEARS AGO... AUGUST 26, 1981

Freddie Spencer collected his second Formula One National of the year by winning at Pocona International Raceway. **Dale Singleton** got second and wrapped up the U.S. Road Racing Championship and **Nick Richichi** finished third, just missing out on the title himself...**Johnny O'Mara** won his first 125cc AMA National held at Carlsbad Raceway, edging out Yamaha support rider **Ricky Johnson** in second and Yamaha's **Scott Burnsworth** in third. Johnson won his first-ever National moto with a win in moto two...Suzuki's **Marco Luccinelli** increased his 500cc World Championship points lead, winning the Finnish GP over **Randy Mammola**. **Kork Bellington** finished third on a Kawasaki in a close battle for second.

5 YEARS AGO... AUGUST 28, 1991

Louisiana's **Trampas Parker** wrapped up his first 250cc MX World Championship at the Japanese MX GP. California's **Mike Healy** made it an American 1-2 by finishing second in the point standings, just three points back...Ducati's **Doug Polen** took the pole and won both races at the Swedish World Superbike round, stretching his championship points lead over Kawasaki's **Rob Phillis** by 56 points...Team Green's **Robbie Reynard** won the 80cc (12-13) Stock and the 80cc Modified classes at Ponca City MX Grand National. **Ezra Lusk** won all eight motos in the 125cc and 250cc Stock and Modified Pro classes, a feat never accomplished there before. CN

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